

**Bold type notes 2012 change – underlined notes emphasis to new or existing rules**

FRAMES

1. 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No Truck, Jeep, Bronco, (etc.) or 4-wheel drive frames allowed. No front wheel drive frames allowed. No sports car frames, unibody frames (or front clips) or fully fabricated tubing type frames allowed.

(B) Frames may not be widened or narrowed and must be able to support roll cage on both sides. Frame must be full and complete on both sides, and cannot be modified (cut, bent, notched, etc.) in any way for the purpose of changing suspension brackets or mounting points, other than the front upper a-frame mounts. Front cross member may be notched for radiator and steering clearance only. Front frame horns may be removed in front of steering box and idler arm.

Driver's side frame rail may be cut for seat clearance.

Rear of O.E.M. frame (a) may be cut and replaced with round or box tubing to the rear of factory upper rear shock mounts for O.E.M. 4 link option, or (b) Rear of O.E.M. frame may be cut a maximum 36 inches forward from center of rear end housing for leaf or 3 link suspension option \*see rule 3(F)

A 2" x 3" tall frame stiffener may be directly welded to outside of left frame rail. Round or box tubing can be installed to the inside of frame rails no further than frame turn outs at front & rear of passenger area.

Front frame horns can be braced. Crossmember to frame bracing for front motor mount purposes allowed. Frame X-ing allowed.

Minimum frame height (other than front crossmember), and body height, must be five (5) inches (minimum) from the ground.

(C) Minimum wheelbase is 108", both sides for all cars. NO TOLERANCE

Maximum wheelbase is 112", both sides. NO TOLERANCE.

(D) Maximum overall tread width, front or rear, shall not exceed 78"; measured from outside of tire to outside of tire.

ROLL CAGES

2. (A) Must consist of a continuous hoop not less than 1.5 inches outside diameter, and must have a wall thickness of at least .095 inches.

(B) Must be frame mounted in at least six (6) places.

(C) Must consist of a configuration of front and rear hoops connected by tubing on the sides, or side hoops. Drivers head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.

(D) Low carbon, mild steel D.O.M. tubing is recommended. No brazing or soldering allowed.

(E) Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection required.

(F) No brace bars forward of cage may be higher than stock hood height.

(G) Chassis must have drive shaft hoop. See diagram.

(H) Driver door bars must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. Door bars must be .095 inch thickness; must have a minimum of (3) three bars at least 1 1/2 inch in diameter. Driver door bars must be plated on the outside, with a minimum 1/8 inch steel or aluminum. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to the front down post. Steel is to be welded, aluminum is to be bolted with a minimum of 3/8 inch diameter bolts. Plate must be visible for inspection.

(I) Door bars must be welded to the front and rear of the roll cage.

(J) Floor pans with a minimum of 20 gauge steel; or minimum 1/8 inch thick aluminum plate must be used. (It is advisable to use this same material for the driveshaft tunnel!) Stock floor pans are permitted, but cannot be lower than the bottom of the frame.

### SUSPENSION / STEERING

3. (A) Front suspension and steering must be steel unaltered O.E.M. and be in stock location. Stock passenger car spindles only. Any unaltered passenger car spindle is allowed. No fabricated spindles or steering linkages allowed. Bolt on "spindle savers" are allowed. O.E.M. style 1 piece stamped steel lower control arms must be used. No fabricated or tubular style lower control arms allowed. Lower control arms must be of the same design, must be (1) left and (1) right by design, and can be interchangeable from another make or model car as long as they will bolt into stock and unaltered lower frame mounts.

Lower control arms cannot be altered or moved. May use steel or neoprene bushings in lower control arms. (NO heim or bearing ends allowed on control arms!)

O.E.M. Upper Control arms may be replaced with tubular style upper control arms, but must be of non-adjustable (no heim & tube style) cross shaft design. Cross shaft can be either steel or aluminum. O.E.M. upper control arms can be reinforced.

Front frame spring bucket can be recessed for spring removal. O.E.M. style ball joints only.

Spindles can be reamed to allow larger ball joints.

(B) O.E.M. or single plate style upper A-frame mounts must be used on all cars, and can be relocated for caster/camber adjustment. Front jack bolts are allowed on any car!

(C) Steering must remain on the left side of car. Steering shaft and universal knuckle joints must be steel. Steering quickeners are optional. Quick release for steering wheel is MANDATORY.

(D) NO rack and pinion steering. Steering box must be O.E.M.

Steering box must remain within original bolt pattern of frame used.

(E) O.E.M. steel tie rod ends only.

(F) There are 3 allowable rear suspension options allowed for Hot Mod competition

#### Option 1: O.E.M. 4 link rear suspension

O.E.M. 4 link must retain and use the O.E.M. rear crossmember at factory installed location, and arms must mount in stock positions. Springs must mount perpendicular to rear end housing and in stock position. Original O.E.M. arm mounts at frame cannot be altered. Additional lower arm mounting holes at the rear end mount are allowed!

Lower coil springs cups must be centered on, and welded to the rear end housing. Spring base at housing must be centered, not offset.

Stock O.E.M. arms can be reinforced, but cannot be made adjustable. Stock O.E.M. bushings may be replaced with steel, rubber, neoprene, etc., but roller bearing, heim or spherical rod ends are not allowed. Rear of engine no closer than 70" to centerline of rear end housing, 2400 lbs minimum weight with driver after race.

Car must have 4" by 4" 'X' lettered (no tape!) on top of door at firewall to aid tech @ scales to know that these cars are allowed the 200# weight break.

Note: Any car with an 'X' on it at this location and not using this rear suspension option will be considered as attempting to mislead scale personell, resulting in automatic disqualification for that race and remainder of event!

Option 2: Steel Multi-leaf spring rear suspension

Steel multi-leaf springs only, no mono or half leaf installations allowed. No carbon fiber, fiberglass or composite leaves. Adjustable lowering block (steel or aluminum) allowed, steel spring axle tube mount only and must be welded to tube.

Rear frame to spring mount must be a shackle style link. No "slider" spring mounts allowed. No traction bars, etc. allowed. No 'taping' of leaf springs allowed.

The only additional component allowed for the multi-leaf spring suspension is one shock absorber per wheel. Rear of engine no closer than 72" to centerline of rear end housing, 2600 lbs minimum weight with driver after race.

Option 3: Fabricated 3-link rear suspension

Lower suspension links must be 16" (minimum) to 24" (maximum) length.

A single (1) upper link must be mounted at the top center (1" tolerance) of the rear end housing, and in line with the driveshaft. All links must be solid & all components must be steel. No springs, rubber or neoprene biscuits, etc. allowed on any of the 3 links. No coilover eliminators allowed. Heim ends are allowed. **No neoprene, rubber, or anything that would be shock absorbing material link mounts allowed!**

Must use 24" minimum panhard bar located behind rear end housing,

Lower coil springs cups must be centered on, and welded to the rear end housing.

Spring base at housing must be centered, not offset. No floating or bearing mounted spring cups or perches allowed.

Springs MUST mount perpendicular to rear end housing.

Shocks cannot mount to arms. Shock mounts must be welded and located to back (rear) side of rear end housing.

Rear of engine no closer than 72" to centerline of rear end housing, 2600 lbs minimum weight with driver after race.

(G) No combination rear suspensions (using both leaf & coil) allowed.

Jack bolts or adjustable spring spacers are allowed on coil spring rear suspensions. No jack bolts or adjusters allowed on leaf spring suspensions. Spring 'rubbers' are allowed.

No bird-cages, 4 bar, z-link, or combinations thereof allowed.

No lift bars, pull/push rods, spring or spear rods, no rubber biscuit bars, no reese bars or torsion devices allowed. No brake springs, No coil-over shock/spring assemblies. No coil-over eliminators. No traction assisting devices of any kind allowed!

Any coil spring on car must be at least 4 1/2 inches outside diameter. Coil springs (both front & rear) must be steel & linear rated (NO "progressive" coils). One (1) coil spring per wheel ONLY!

(H) No hydraulic, ratchet, or electric weight jacking devices allowed anywhere in or on the car.

(I) One shock per wheel ONLY! Shocks must be steel bodied and of non-adjustable, non-rebuildable construction. O.E.M. replacement style or welded bearing end (WB) style shocks only, strictly enforced! No remote reservoir or gas charged shocks allowed. No "refill ports" or "Schrader valves" allowed. No torsion bars or airbags/airshocks allowed anywhere on car. No 90-10 or similar shocks. Front Shocks may be relocated from O.E.M. position. Rear shocks must mount on back (rear) side of rear end housing on all cars, no exceptions.

Additional shocks in other locations are NOT ALLOWED. No screw jack shock mounts!

(J) No aluminum, fiberglass, or composite suspension, steering, or rear end parts allowed. No aluminum hubs allowed. No magnesium parts allowed anywhere on the car.

Front hub & rotor assembly must be one piece steel O.E.M.

(K) No covers on springs, shocks, etc. allowed.

(L) 1" Lug nuts required. Competition lug studs highly recommended. Bolt pattern adaptors can be used, but 'Wide 5' bolt pattern is NOT ALLOWED. All lug studs and nuts must be used.

## BRAKES

4. (A) Must have a working caliper and rotor on each wheel and must lock up all four wheels. Rear brakes may be converted to disc brakes.

Steel (only) hats and rotors are allowable options for rear disc brake conversion. Brake caliper bracket must bolt or weld to the rear end. No clamp bracket mounts allowed! No floating of rear brakes allowed! Drum brakes permitted.

Racing type brake pedal/dual master cylinder assemblies are allowable. Driver operated brake bias adjuster is allowable.

(B) Steel O.E.M. brake calipers only. Steel vented brake rotors only; may not be modified; ie... drilled full of holes, machined down, etc. Rotors may be re-drilled for different bolt pattern and/or larger studs.

## REAR ENDS

5. (A) Any US manufactured solid rear axle housing passenger car rear end is allowed.

The 10 bolt (7.5) GM manufactured passenger car type rearend can be modified to accept Ford 9" bolt in rear axles. 9" Ford "floaters" are legal in all cars.

O.E.M. 4-link option rear end must mount in stock location without alteration to O.E.M. control arms, frame or frame mounts and must use GM O.E.M. style rear end mounting brackets with required shock mount. GM rear end housings may be braced.

O.E.M. style housings only. Fabricated center sections are unacceptable and illegal.

No quick changes. Locked rear ends only. No "torque dividing" differentials. Aftermarket axles, mini-spools & c-clip eliminators are allowed.

(B) No aluminum components allowed except wheel spacers.

## DRIVE SHAFT

6. (A) Drive shaft must be 2" (minimum) steel and must be painted white. Steel slip yokes only.

(B) Drive shaft loop is required. It must be constructed of 1/4" x 2" steel. Tubular loop may be used, must be made of a minimum 1" diameter tubing. Loops must be mounted no less than two (2) inches and no more than six (6) inches from the rear of the front universal joint of the drive shaft. (see illustration)

## TRANSMISSION

7. (A) 3 & 4 speed manual, and automatic O.E.M. production transmissions are allowed.

NO AFTERMARKET TRANSMISSIONS ALLOWED. NO "IN and OUT" boxes.

NO MULTI-DISC clutches are allowed. NO 'BUTTONS' or 'COUPLERS' are allowed. NO type of QUICK CHANGE transmissions allowed.

Any O.E.M. automatic transmission is allowed, but must have functional steel torque convertor with a 1/8" inspection drain plug. No couplers or direct pump drives allowed.

No valved pumps, bleeder style valve bodies allowed. The only external lines allowed are those that run to the cooler, if applicable.

Minimum 10" diameter steel torque convertor. Stall convertors allowed.

Flywheel, flexplate & convertor must be steel.

Standard (manual) transmissions must be O.E.M., with a functional (10.5" min.diameter for GM & Mopar or 9" min.diameter for Ford) clutch & pressure plate bolted directly to the flywheel.

Steel flywheel ONLY!

All transmissions must mount to rear of engine as originally designed, with the only exception being the rear motor mount or midplate.

With motor running and car in a still position, driver must be able to engage car and move forward, then stop and engage car and move backwards. Transmission coolers are allowed, but must remain below the interior deck level (not allowed in drivers compartment).

(B) Transmissions must have all gears functional, and must be able to be shifted by the driver. All race cars must join the line-up on demand, unaided, or go to the rear of that race. All vehicles must have the capability of starting without being pushed or pulled.

(C) All transmissions, either automatic or manual type, must be equipped with an explosion proof steel bell housing, or if you prefer, you may construct a securely fastened scatter shield covering the clutch area 180 degrees.

### ENGINES

8. (A) Any American V8 small block push rod style engine may be used, with the below exceptions:

GM motors are required to run 23 degree cylinder heads only!

NO 400 cubic inch GM blocks or angle plug heads allowed!

NO Ford Boss heads or Mopar Hemi heads allowed!

Engine block and cylinder heads must be O.E.M. cast iron!

The GM 602 "crate engine" is allowed. The GM 604 'crate engine' is illegal

GM maximum c.i.d. = 368 cubic inches

Ford maximum c.i.d. = 360 cubic inches

Mopar maximum c.i.d. = 370 cubic inches (no hemis)

O.E.M. flat top or dished pistons only, irregardless of engine.

No floating or gas ported pistons allowed for any engine.

Chevy 5.7" maximum length connecting rods, and 3.48" maximum stroke.

GM: 283, 302, 305, 307, 327 & 350 O.E.M. blocks ONLY!

GM blocks with the following casting numbers are illegal: 330817, 3030817, 3951509 & 3951511.

Any engine block or cylinder heads with the casting numbers ground off, covered to hide or disguise the casting numbers, or otherwise attempting to alter the casting numbers will be considered illegal and disqualified without further consideration!

Ford: 260, 289, 302 & 351 O.E.M. blocks ONLY!

Mopar: 273, 318, 340 & 360 O.E.M. blocks ONLY!

NO big blocks, or big block crankshafts allowed, regardless of engine manufacturer.

Engine casting number area must be painted white for all engines

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

Balancing is allowed. Block and cylinder head decking is allowed, but must maintain no more than 175 lb compression per cylinder. No angle milling of cylinder heads allowed!

Please note: Engines may be checked with scope (pistons), pump (cubic inch displacement), 'whistler' (compression) and carb bore guages, and rules will be enforced.

(B) Engine setback dimensions covered under rule 3-F. Midplate is allowed.

(C) Center line of crankshaft must match the center line of the front cross member.

(D) Minimum engine height is eleven (11) inches from the ground to the front center of the crankshaft.

(E) All engines used in competition must be able to be used in a conventional passenger car without alterations.

(F) Engine "cast-in" motor mount locations can not be removed or altered. Castings and fittings must not be altered.

(G) No machine work may be done on the outside of engine, or on the front or rear of the camshaft.

(H) No "dry sump" systems are allowed. "Wet" sump system must be located in oil pan in engine and must be operative. No external oil lines, oil pumps, or oil coolers allowed.

No "Accusump" or remote oil accumulators or tanks allowed. Circle track oil pans are allowed. Oil filter must mount in stock location.

(I) Engine cooling system may be modified. O.E.M. style, belt driven, forward mounted water

pumps only. No “sprinklers” allowed.

One (1) radiator only, mounted forward of the engine.

(J) Aftermarket or O.E.M. cast iron or aluminum intake manifolds are allowed, but high-rise, raised plenum, or under air style manifolds are not allowed.

Flat tappet cam & lifters only! No maximum pushrod or cam lift limit.

NO roller cams allowed. NO stud girdles allowed. NO rocker arm bars, other than Chrysler engines (and which are the O.E.M. system) allowed.

Poly-locks, guide plates and screw in rocker arm studs allowed.

Stock diameter valve springs only! No conical valve springs allowed.

O.E.M. style stamped steel, stud mounted rocker arms only. Roller tip is permissible.

O.E.M. (stock) valve covers required! No spacers! Breather tubes allowed

O.E.M. designed timing chain & gear systems only.

(K) Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit of vehicle, away from areas of possible fuel spillage, and as parallel to track surface as possible. Must remain as 2 separate exhaust headers. No merge collectors, Cross-overs, 180’s or exotic exhaust systems allowed.

(L) All cars must have a (1) battery. Battery must be securely mounted. Battery cannot be mounted inside drivers compartment.

A kill switch is required. Switch must be clearly marked and located within easy reach of the driver, and safety crews must be able to reach switch from standing outside the car.

Battery type ignitions only.

NO magnetos allowed. NO multiple spark discharge box’s (MSD & GM ignition boxes) allowed! Maximum of one (1) O.E.M. style ignition system only! No remote coils or other ignition components are allowed.

GM: HEI distributor is allowed, but it must remain as one (1) unit. O.E.M. point style distributor is allowed.

Mopar & Ford: OEM ignition is allowed, including OEM boxes or HEI distributor. O.E.M. point style distributor is allowed.

Any module that fits INSIDE the distributor without alteration or modifications is allowed for any engine. Ignition Module, Rotor, Cap and Coil must be O.E.M. appearing!

It is allowable to remove the vacuum advance and lock the pick-up coil.

NO ‘crank-trigger’ timing devices allowed.

## FUEL SYSTEM

9. (A) One (1) 2 barrel carburetor only.

GM: GM manufactured 2 barrel

Ford: Motorcraft 2 barrel

Mopar: Carter or AFB 2 barrel

The ONLY additional APPROVED carburetor allowed for HotMod competition is the stock and unaltered Holley #4412 or # 0-80583-1 500 cfm two barrel carburetor.

Float bowl must face forward and cannot be extended in any manner.

Choke plate removal and circle track float installation are the ONLY allowable modification to carburetor. No milling or removal of choke tower is allowed!

Positively NO aftermarket Holley conversions (‘Dorton’, ‘Willies’, etc.) allowed!

A “go - no go” carb bore guage will be used to verify part legality.

Adaptor and/or spacers will be allowed for any carburetor, but cannot exceed 1.25 inches maximum (NO TOLERANCE). No driver adjustable carburetors or adjustable carburetor spacers of any kind allowed.

No “Cool cans” allowed. Any air filter or air cleaner is allowed.

(B) Two (2) carburetor throttle return springs are required.

(C) Engine must be carbureted; no type of fuel injection allowed.

(D) OEM mounted, push rod style mechanical fuel pumps only. One in-line fuel filter only. No regulators, bypass or return lines allowed. No pressurized fuel delivery lines allowed. No electric fuel pumps or fuel systems of any type. No belt driven fuel pumps or fuel delivery devices allowed.

(E) Racing fuel cells are required and must be mounted by at least two steel straps, no less than two (2) inches wide x 1/8" thick, all the way around the cell. The use of 1"x 1" x .065 wall sq. tubing is recommended, using a minimum of two bars around the top, bottom, and sides of the fuel cell. All fuel cells must be mounted securely to the frame. Fuel cells must be enclosed completely in a steel container, mounted behind rear axle only, and must also be protected in rear by roll cage tubing mounted securely to the frame. No part of fuel cell should be lower or wider than the protective tubing. Protective tubing should be no wider than 6 inches beyond sides of fuel cell. Fuel cells must have check valves, and bladders are highly recommended. Fuel cells are limited to 22 gallon maximum capacity. Fuel cells with fuel pickup located in the top of cell ARE MANDATORY. Fuel cells with a bottom feed pickup are not permitted.

(F) Fuel must be gasoline. Racing gas is allowed.

NO alcohol. NO nitrous oxide. NO additives of any kind.

### TIRES

10. (A) The G60 series 'IMCA approved' style American Racer (G-60-15"4" or G-60-15SH) or Hoosier (G60-15,25.5" or G60-15, 26.0") manufactured racing tire are required.

The G60 racing tires must durometer a minimum hardness of '60' or they are illegal!

(B) No soaking, treating, grooving, cutting or siping of tires allowed. No snow or mud tires!

### WHEELS / SPACERS

11. (A) Eight (8) inch steel wheels only. One (1) inch tolerance for beadlocks.

(B) Bead locking devices allowed on the right rear wheel only.

(C) Foam or plastic (only) mud plug allowed on right rear wheel.

### BUMPERS / RUB RAILS

12. (A) Bumpers must be used on both the front and rear of car. **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!** Bumpers and rub rails must be steel.

(B) Front bumpers must be mounted to both frame horns. Front bumper must be made of a min. 1 1/4"; max. 1 1/2" round tubing. Front bumper is required to have two (2) loops, one upper and one lower. **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.** No 'stock' front bumpers allowed!

(C) Front bumper may be no wider than the frame horns, with a two (2) inch tolerance only, to accommodate bumper mounting bracket per side.

(D) Front bumpers must be outside of body and not covered in any way.

(E) Rear bumpers and side rub rails may not extend beyond the width of the rear tires, and must not contain any sharp edges. (see illustration). There shall be no rough edges on any bar or bumper on the car. Any exposed ends must be capped and "turn in" toward body.

(F) No straight rear bumpers allowed. The ends of the rear bumper must be bent to form a 180 degree bend, be bent forward in a 90 degree bend.(see illustration) or be flush cut & capped at frame mount bar. No 'stock' rear bumpers allowed!

(G) Rear bumpers must mount to rear of chassis. Rear bumpers may be constructed of round or square tubing, and must protect fuel cell (Bars which are known as "fuel cell" protectors are not considered part of the rear bumper. They are required as fuel cell protection whether above or below frame rail height.)

(H) Both front and rear bumpers shall be eighteen (18) inches plus or minus two (2) inches from the ground. This measurement is to the “center” of the bumper. This means if your bumper is constructed with it’s two bars, upper and lower, twelve (12) inches apart, then the center of your bumper is six (6) inches from either the top or bottom. This is where the measurement is taken, at the “center” not the top or the bottom. (see illustration)

Bumpers must be flat across. Bumpers may not be made in any type of pointed configuration. A bumper which is badly damaged may be required to be repaired or replaced before car is allowed to compete.

#### WEIGHTS / CAR WEIGHT

13. (A) Weights must not be used in drivers compartment, or outside the body or hood area. NO weights above interior level allowed.

(B) Any added weights must be securely mounted to the frame or roll cage with at least two (2) 1/2” bolts, nuts, and washers. Weights must be painted white and have the car number on it.

(C) Car must weigh 2400 pounds (OEM 4 link) or 2600 pounds (leaf or 3 link) with driver after race. Scales being used will be the FINAL determination of weight for car and driver.

#### BODIES

14. (A) Hoods required to have minimum of four (4) hood pins.

(B) No type of “inner fender wells” will be allowed on car. The use of sheet metal, or other material (wings, spoilers, etc.) to affect the flow of air in/through/over the car is not allowed.

(C ) No mirrors allowed. No type of radio communications are allowed.

(D) No plastic skirting or filler panels. Aluminum, sheet metal or O.E.M. body panels are the only allowable materials for HotMod body and interior construction. O.E.M. steel passenger car bodies are allowed, provided they meet the dimensional criteria shown in the diagrams.

Fiberglass or composite bodies are NOT ALLOWED (other than roofs or hoods specifically designed for modified competition). If a ‘stock’ body is used, all glass, trim, moldings, etc., must be removed. No sharp exposed edges allowed on bodies.

(E) Body sides must be parallel to frames. Bodies cannot be “flared out” from top to bottom. Tops of doors and quarters may overlap interior with 90 degree bend, or mount directly to the outside of interior panels. Sides of body cannot extend beyond edge of tires!

(F) All cars must have a roof and hood. Hood must completely cover the engine and radiator area, and must be on car during competition.

(G) NO “Gremlin style” roofs (No rear upturns) allowed. A driver escape roof hatch is allowed

(H) NO rear spoilers of any type allowed. No fins, scoops, or edge lips allowed on bodies.

(I) Driver’s area must be completely sealed. Front firewall must meet driver side door, but cannot extend past foot box to right side of driver. O.E.M. floor & firewall is allowed. Minimum 12” window openings (both sides) are required.

(J) Rear roof height cannot exceed front roof height by more than three (3) inches. No odd shaped roofs allowed.

(K) The interior of the car must be level with the top of the doors from side to side.

(L) Debris deflector in front of driver is allowed, but may not extend any farther back than the steering wheel.

(M) A substantial wire screen is required in the windshield area. Wire screen must completely cover area between the front rollbars to protect driver from debris. Minimum of three (3) 5/16 inch bars in windshield area must be used for driver’s protection.

*NOTE: These written rules are in addition to the accompanying diagrams, and are intended to illustrate, clarify and convey the intent of the rules and measurements. Both written and drawn specifications will be enforced. See diagrams for additional body information.*

### CAR NUMBERS

15. (A) Car numbers must appear on both sides of the car, on the door or quarter panel, a minimum of 18 inches tall and nine inches wide per number. Number must appear on the top of car a minimum of 24 inches tall and nine inches wide per number. (See body illustrations.) "Spray bomb" lettering jobs are not acceptable
- (B) The number must also appear on the nose and fuel cell of the car a minimum of 6 inches tall. Numbers must be a contrasting color to the car. Prism, reflective or holographic style vinyl is not recommended. (See body illustrations.)
- (D) Car number is limited to maximum of three (3) digits/ characters. No offensive text or graphics on exterior of car are permitted.

### SAFETY EQUIPMENT

16. (A) Helmets are required and must be in acceptable condition. Any visible chips, cracks, flaws, etc. may require helmet replacement. It is advisable that any helmet meet a minimum standard rating of Snell SA2005. The Snell SA (Sports Application) standard may become mandatory in the future. Helmet must accompany vehicle at time of inspection.
- (B) SFI approved full fire suits of a flame retardant nature must be worn by all competitors at all times. Fire suit must be in good condition. Two-piece fire suits are allowed. Fire retardant gloves and shoes are highly recommended.
- (C) Fire extinguishers are required. A minimum of one (1) properly mounted (not taped or clamped into car with no means to readily remove it, if needed) "hand held" style fire extinguisher will be acceptable. A fire suppression system is recommended.
- (D) An aluminum racing seat with right side rib protection (minimum) and competition type seat belts are required. Belts must be at least 3 inches in width. Lap belts, shoulder belts, and anti-submarine belts are required, and must be mounted to frame structure or roll cage. Seat must bolt to frame brackets at bottom and back. (Seat & belts cannot be bolted to floor pan only!). Seats and seat belt mounts cannot be lower than the bottom of frame!  
No factory type seat belts may be used. Metal to metal buckles required on shoulder and seat belts. All belts must be dated no more than three (3) years old. If not dated, it is assumed the date has expired and they will not be allowed.  
The ONLY recognized date will be the manufactured date as stamped on the seat belt manufacturers tag. No sales receipt will be recognized. Driver will be given one (1) warning to get belts replaced before the next race. The second warning, the belts MUST be replaced before the car will be allowed to participate in any further competition.
- (E) Window nets, head, neck and arm restraints are highly recommended. Roll cage padding is MANDATORY wherever drivers head or extremities can contact roll bars.

### ADDITIONAL INFORMATION

- (A) The scales which are used at any event are considered the event's official scales. The reading of these scales will be used as the official weight of the car for the event. Minimum weight as (described by construction in rule 3F) must be maintained. Weight includes driver after the race and is the competitors responsibility to know his car's weight prior to competition. Driver of car must be the person who weighs with the car. Official will verify drivers identity. Should driver who drove car in race not bring the car to the scales, then that car is disqualified from that race. The top five finishing cars, minimum, in each and every race must be weighed after each race. Cars MUST GO IMMEDIATELY TO THE SCALES TO BE WEIGHED. Do not go to your pit or any other pit area, then return to scales. Failure to immediately report to scales will result in automatic disqualification from previous event.  
Track officials have the right to require that a car be cleaned before weighing, if in the officials

opinion, that excessive weight has been gained from mud accumulated from the track. Cars which are disqualified from heat races for weight violations of any kind will be put on the tail of a "C" or "B"-Main. If car count dictates that all cars are in the feature then disqualified cars will start on the tail.

Should a car not meet minimum weight:

Car will be disqualified from that race and all cars finishing behind that car will be moved up one position. Cars which are disqualified from the feature for rules violations of any kind will forfeit their points for that race, and any prize money for that race.

(B) Use of any type of "traction control" is absolutely forbidden in any event. For purposes of clarity, "traction control" shall refer to any device, controlled by mechanical or electrical means, including driver controlled ignition timing or fuel delivery devices.

(C) Officials may inspect any car they suspect could be benefiting from the use of "illegal" performance enhancing parts or devices at any time. Driver/crew of car called to be inspected are expected to cooperate in a sportsman-like manner with inspector(s). Failure to cooperate with inspector(s) will be considered an indictment of guilt on the competitors part, and competitor will be found in violation of this rule. NO EXCEPTIONS! Any competitor (driver) whose car "illegal" part/s were found shall be found in violation of rules and will sacrifice any points accumulated to date that season and shall not be eligible for any point fund and/or contingency money/awards possibly due that season.

(D) Rules may be altered as needed to maintain safety or economical integrity, improve competition, or for clarification purposes. Track officials determination of legality will be final. Track officials shall have responsibility for rules and regulation enforcement at TSMA weekly sanctioned events. At the discretion of track official(s) in charge, any competitor may be disqualified for rules violations, hazardous equipment or hazardous, reckless or irresponsible actions. All disputes developing as a result of local track rules must be settled at track. Any competitor found post race to be in violation of the before mentioned drivetrain rules (engine and components, clutch, transmission), tire, shock or suspension rules shall sacrifice event awards, possible point fund & contingency awards and both driver and car will be required to compete in the TSMA 'open wheel modified' division for the remainder of the season. Track inspector to submit violation to TSMA.

If found illegal pre-race, competitor has one (1) time option to move to TSMA modified for that event, and back to Hot Mod division after corrections have been made prior to the following event. If competitor is again illegal or runs twice in the TSMA modified division, they have forfeited the option of competing in the TSMA Hot Mod division.

TSMA points are not transferable between divisions/classes of cars. There is no "appeal process" for rule violations.

***No driver competing in another class may compete in the HotMod division during the same event.***

This class is intended as an economical option for competitors.

Do not assume if a particular question is not addressed in the above rules that it is automatically legal. If you have questions about the legality of any proposed ideas for your race car, it is better to ask in advance, than be determined to be illegal later. Questions and their answers will be kept in confidence.

Do not purposely violate the intent of these rules.