

Hot Mod Hotline 2011

To provide info as quickly as possible, those with internet availability can e-mail questions to 'tsmahotmods@hotmail.com', and we will reply with an answer a.s.a.p. The 2011 rule changes have come with increased class interest along with several questions regarding the rule changes. Below is a summation of the 2011 rule changes.

Please Note!

The rules state that the use of the "stock and unaltered Holley 4412 500 cfm 2 bbl carburetor is allowed on any engine" Please note the first 2 words of the previous sentence. **Stock and unaltered** mean exactly what it says. The rules also state that "Positively NO aftermarket Holley conversions ('Dorton', 'Willies', etc.) allowed". Should you purchase a Holley 4412 part number 0-80583-1, followed by the word "NASCAR", the carburetor is an aftermarket conversion, and is illegal! If found on any Hot Mod car, the car will be immediately disqualified from competition for that evening. The same can be said for the compression and c.i.d. rules. If found to exceed the legal limitations, the car will be disqualified. There is no tolerance on these well defined rules, and the compression gauge will be the final say on legality.

Please save yourself money and frustration by heeding these rules.

Below is an overview of the 2011 rule changes for the TSMA Hot Mods. Explanations will be in parentheses below each rule:

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FRAMES

1. 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. (It is no longer a necessity to use the GM mid-size metric passenger car frame. Any American manufactured perimeter frame (this excludes the Camaro, etc, subframes) within the specified vintage years is allowable. Beginning in 2011 the Hot Mod division will allow present modified frames. This comes with a stipulation of suspension type covered under rule 3F and is explained further below. Wheelbase range of 108" – 112" allowed. There is no wheelbase tolerance. The allowance of modified frames is to encourage participation, allowing potential racers a chance to purchase a used modified and convert the rear suspension to Hot Mod rule acceptability. This is at the request of participating track promoters, and is based on the IMCA Northern Sport Mod car construction rules)

SUSPENSION & STEERING

3. (A) Rule changes define that OEM parts must be used, but that spindles and lower control arms from other passenger cars are allowable provided they will bolt into stock and unaltered frame mounts.

(Defines that tubular upper control arms must be of the cross shaft design.)

3. (B) OEM upper control arm mounts can be replaced with the single plate style control arm mount (only!) and front jack bolts are now allowed on all cars.

3. (F) Outlines the 3 allowable rear suspension options in detail: 4 link OEM, steel multi-leaf, or 3 link suspension.

Option 1: OEM 4 link rear suspension. Ford or GM allowed as long as the wheelbase rule is met. If using this suspension, the car is allowed a 200# minimum weight break & 2 additional inches of engine set back versus the other options. This requires the use of OEM components.

(IMCA doesn't allow any weight or engine set back break for this suspension option. After discussions, we believe these allowances will maintain competitive parity between all 3 available rear suspension options)

Option 2: Steel multi-leaf springs. Adjustable lowering block & 1 shock per wheel are the only other components allowed.

Option 3: Fabricated 3-link rear suspension. Links must be solid and made of steel. Link dimensions (center to center of mounting holes) are specified as are the mounting locations. Coil springs must be centered on and mount perpendicular (in every way) to the rear end housing (like the OEM rear suspension option). Panhard bar must mount behind axle housing.

Both the leaf & 3-link option cars must weigh 2600 lbs and can have the rear of the engine located no closer than 72" from centerline of the rear end housing (a standard dimension on modified chassis's regardless of sanction or builder)

(The steel multi-leaf & 3-link rear design suspensions were commonplace when the e-mods originated, but have long since been replaced by more sophisticated & technical rear suspensions. Both the leaf and 3-link design are simplistic, but will require conversion for any current modified frame to be used. No matter what suspension is used, the rules clearly state what is acceptable, and as before, no traction aiding links or devices are allowed)

3. (I) Covers shock absorbers. Only 2 shock bodies allowed, either OEM style or welded bearing end steel bodied, non-rebuildable, non-adjustable shocks allowed. Shocks may be relocated from OEM mounting position in front suspension, allowing installation of weight jack bolts for all cars. Rear shocks must mount behind rear end for all cars and all suspensions without exception.

(Shocks are one of the single most expensive items currently in racing. Limiting the shocks allowed helps control costs)

ENGINES

8. (A) Now lists illegal GM casting numbers. Engine casting number area must be painted white for all cars. No grinding, altering or attempting to disguise casting numbers *(subject to disqualification)*. Harmonic balancers are required to be OEM *(No fluid dampener or aftermarket style)*. Stock valve covers now required. Exhausts must remain as 2 separate headers. Ignition must remain OEM appearing.

(All of the additions/revisions are intended to aid the inspector, eliminate overlooked loopholes, and aid in keeping engine costs down for all. Stock valve covers eliminate the need to pull covers as often to inspect valve train components)

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 will become mandatory in competition, beginning in 2011*. These are the only racing tires allowed in competition! The previously mandated street radials will be allowed to be used as steering tires for a "burn off period" not to exceed July 1, 2011. * *(Either manufacturers tire as noted will be legal, but because Hoosier will not support the class, those who wish to participate in the Hot Mod contingency program are required to run American Racers)*

(For over a year TSMA fielded questions about allowing racing tires in Hot Mod competition. If this class continues to grow as expected, a tire rule was inevitable, and all thought it best to make the change at the present time.

In searching for a suitable racing tire, the primary concerns to consider were cost, durability and availability.

The easy thing to do would just be spec the current modified tires being used and mandate a hard(er) compound. Racers could possibly buy used tires at a fraction of new tire costs.

There are many downsides to this thinking, two of which being that the current mod tires are a 2 ply sidewall (not durable), and the market for those tires requires continuous product change due to competition between manufacturers.

Researching the possibilities, we kept coming back to the same tire...the IMCA design G60 series modified tire.

This is a 6 ply racing tire. It's sidewalls are flexible enough to aid in handling for the Hot Mods (a quality that we needed) but tough enough to not easily be cut down from slight contact. The tire comes in only one compound & tread design, 2 different sizes (for stagger) and is built by both American Racer and Hoosier racing tire. The tires are visually identical in every way other than the name on the sidewall.

This same tire design has been in production for decades, and has proven effective in competition & cost control.

The rubber compound is one that would be similar to the current street tires being used (again, durable and long lasting), so that Hot Mod racers won't be burning up tires. After the initial purchase, I don't believe racers will use up any more of these tires than they did the current street radials. TSMA would also have the ability to test these tires for chemical softeners, if needed. Durometer readings will be taken during the racing season to insure that both brands of tires are within acceptable tolerances.

Use of these tires will provide a point fund, but it is based on unit sales. That said, if tire sales are minimal, as we project due to the durability of these tires, the point fund will be as well. Due to the point funding being done in this manner, there will be no advertised or guaranteed point funding. The point fund is strictly a bonus for eligible participants.

At this time Hoosier has chosen not to participate in any point funding support. Despite this, TSMA has chosen to include their tire as a legal option for competition. However, because American Racer tire will support the Hot Mod class by contributing to the point fund, it is only fair to insist that racers who run the AR tires will be the only ones eligible for the TSMA contingency programs. Should Hoosier decide to participate in a like manner for the contingency program, this restriction will be lifted and racers will be notified via the TSMA website or through their track's inspector.)

All drivers must have a TSMA license to compete and be eligible for any possible contingencies awarded.

BODIES

14. (E) Sides of bodies cannot extend beyond edge of tires. (G) A driver roof escape hatch is allowed. (H) No fins, scoops or edge lips allowed.

ADDITIONAL INFORMATION

(D) Please take careful note of the underlined additions to this portion of the rule book. This addresses rule violations, a 1 time available competition option, and penalties for cheating.

A great deal of time & effort has been put into the 2011 Hot Mod rule book. Dialogue between track operators, racers and other resources were all beneficial in researching the rules. Change was necessary in order to keep the class moving in the direction all of us desire. Although some of these changes may seem radical, we believe that all cars will be as competitive as they were prior to these changes, and that by making the changes it will allow more prospective racers an opportunity to become involved. The basic principals of the class remain unchanged. Economical participation and close competition in good looking race cars.