



EDGE

HOT MOD RULES

2026 ELKINS SPEEDWAY ADOPTION EDITION

Source Rule Set: 2024 EDGE Hot Mod Rules

ADOPTION NOTICE

Elkins Speedway is adopting the supplied EDGE Hot Mod rules for its Hot Mod division during the 2026 race season. This edition professionally reformats the original rule set for easier use by drivers, teams and officials. It does not transfer ownership of the EDGE Hot Mod name or rules.

THUNDER IN THE MOUNTAINS



2026 ELKINS SPEEDWAY ADOPTION AND USE

CONTROLLING RULE SET

The technical and competition requirements in this document are the EDGE Hot Mod rules supplied to Elkins Speedway. Unless Elkins Speedway issues a written track-specific amendment, these rules will govern the Hot Mod class at Elkins Speedway for the 2026 season.

EDGE OWNERSHIP AND BRANDING

The name 'Hot Mods' and the Hot Mod rules remain the property of EDGE and may not be used in part or whole without the expressed consent of EDGE Entertainment LLC. This Elkins Speedway edition retains that ownership notice.

Competitor responsibility. Every driver and team is responsible for reading, understanding and complying with the complete rulebook. Questions about a proposed part, modification or interpretation should be addressed before competition.

Official decisions. Track officials retain responsibility for inspection and enforcement at Elkins Speedway. The source rules state that officials may amend or interpret requirements in the interest of safety, economy, competitive parity or clarification.

Source-year clarification. The supplied document is titled "2024 EDGE Hot Mod Rules." Elkins Speedway is adopting that supplied rule set for the 2026 race season; this reformatting does not independently revise the technical specifications.

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KEY SPECIFICATIONS AT A GLANCE

WHEELBASE 108 in. minimum / 112 in. maximum - both sides, no tolerance	OVERALL TREAD WIDTH 78 in. maximum, measured outside tire to outside tire
MINIMUM RACE WEIGHT 2,400 lb. with driver after the race	MAXIMUM CAR WEIGHT 2,950 lb. with driver
REQUIRED TIRE Hoosier G60-15, item 36021 or 36022	TIRE HARDNESS Minimum baseline durometer reading of 50 at any time
APPROVED WHEEL 8 in. steel wheel; 1 in. beadlock tolerance	DRIVER SAFETY Helmet, SFI fire suit, aluminum racing seat, competition belts and required cage protection

IMPORTANT

This page is a convenience summary only. The complete section language and all measurements, exceptions, inspection procedures and penalties control.



RULE 1 | 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 replaced with round or box tubing to the rear of factory upper rear shock mounts for O.E.M. 4 link option, or (b) O.E.M. frame must extend to mid plate for leaf or 3 link suspension option *see rule 3(F)

(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.

RULE 2 | 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 or similar protection required.

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

(G) Chassis must have driveshaft 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. 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. Must be securely fastened

(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 but cannot be lower than the bottom of the frame. (For driver safety, it is advisable to use this same material for the driveshaft tunnel!)

RULE 3 | 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. The only exception to the stock spindle rule will be the allowance of the 3-piece O.E.M. replacement Mid-size GM Metric ('Speedway Motors' part# 91034501) or Ford Pinto ('Speedway Motors' part# 91034511) spindles. No fabricated steering linkages allowed. Bolt on "spindle savers", steel heim ends & threaded tube tie rod ends and sleeves are allowed.

O.E.M. style 1-piece stamped steel lower control arms must be used! Lower control arms 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 lower control arms!)

O.E.M. Upper Control arms may be replaced with tubular style upper control arms of any design.

Front frame spring bucket can be recessed for spring removal. Rebuildable ball joints allowed. Spindles can be reamed to allow larger ball joints.

(B) Upper A-frame mounts can be relocated for caster/camber adjustment. Front jack bolts are allowed.

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

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

(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 cross member at factory installed location. Additional holes for mounting arms at cross member (upper arms), frame and rear end housing (lower arms) is allowed. Original O.E.M. arms can be replaced with fabricated arms, however all components with the exception of bushings must be steel.

Rear of engine no closer than 70" to centerline of rear end housing.

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 leafs. Adjustable lowering block (steel or aluminum) allowed, steel spring axle tube mount only and must be welded to tube. 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.

Option 3: Fabricated 3-link rear suspension

Lower suspension links must be straight and no more than 24" (max.) length. For clarification's sake, 3 link suspensions will be defined as 3 (only) mounting points at rear end housing, for 3 (only) forward mounted suspension 'drive' bars. This does not include the panhard/J-bar which is considered a rear end locating drive bar.

A single (1) upper link must be mounted at the top 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 coil over eliminators allowed.

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

A solid rear mounted (23" min.) panhard bar or solid (19" min.) J-bar may be used. Must be made of steel. J-bar must be frame mounted at left side of chassis, go over the driveshaft and mount to the right side of pinion. A forward mounted straight panhard bar is NOT ALLOWED.

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

Shock mounts must be welded and located to rear side of rear end housing.

Rear of engine no closer than 72" to centerline of rear end housing.

(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! The use of chain or cables ONLY may be used on the rear of cars to limit suspension travel. No shock absorbing components allowed and if employed this limiter must measure within 1" of full shock extension. Use of limiters or bump stops on front suspension is NOT allowed.

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

(I) The only allowed shocks to be used on the rear axle will be steel bodied, non-adjustable, non-rebuildable, crimped top, welded bearing oil filled shocks. ALLOWABLE shocks include AFco 1200 & 1400 series, INTEGRA Non-Rebuildable series and PRO WB (welded bearing series) manufactured units. The allowance of the small bodied shocks on the front of the car is a concession made to the competitor's due to clearance issues. (this will allow the small body Bilstein currently used, but for the STEERING TIRES ONLY. NO

EXCEPTIONS! NOTE THAT ALL FACTORY NUMBERS MUST REMAIN ON THE SHOCK BODY, AND RANDOM TESTING TO INSURE FACTORY "OFF THE SHELF" VALVING IS INSTALLED. PURPOSEFUL ALTERATION OR REMOVAL OF THE

FACTORY MARKINGS WILL RESULT IN AUTOMATIC DISQUALIFICATION AND SACRIFICE OF SHOCK(S) IN QUESTION TO THE TRACK. One (1) shock per wheel ONLY! Shocks must be steel bodied and of non-adjustable, non-rebuildable construction, strictly enforced! All shocks must have the capability to completely compress and fully extend. (It will be the driver's responsibility to remove shock for inspection when requested by EDGE or track inspector). Beginning immediately, the modification of shocks, such as the use of shock extensions, is not allowed. While not addressed previously in the rules, this is not allowed. No remote reservoir shocks allowed. No "refill ports" or "Schrader valves" allowed. No torsion bars or airbags/air shocks allowed anywhere on car. No 90-10 or similar shocks. No "bulb – bodied" shocks allowed. 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. 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. Bolt pattern adaptors can be used, but 'Wide 5' bolt pattern is NOT ALLOWED. All (5 per wheel) lug studs and nuts must be steel and in use.



RULE 4 | BRAKES

4. (A) Must have a working caliper and rotor on each wheel and must lock up all four wheels. Brake caliper bracket must bolt or weld to the rear end. No floating of rear brakes allowed! 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.

RULE 5 | REAR ENDS

5. (A) Any US manufactured solid rear axle housing passenger car rear end is allowed. 9" Ford "floaters" are legal in all cars. O.E.M. 4-link option rear end must mount in stock location on housing. GM rear end housings may be braced. No quick changes.

RULE 6 | 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)

RULE 7 | TRANSMISSION

7. (A) 3 & 4 speed manual and automatic O.E.M. production transmissions are allowed. Multi-disc clutches are allowed. Steel or aluminum flywheels ONLY! AFTERMARKET TRANSMISSIONS ALLOWED however NO "ball-spline" design transmissions, no rear drive pumps or rear mounted starters will be allowed and the use of explosion proof steel bell housings will be required! Approved aftermarket transmissions include 1st design/generation Bert, Brinn, Falcon and RaceGator. Other transmissions require approval by EDGE before being allowed in competition. These are classified as MANUAL transmissions! CARS USING AFTERMARKET

TRANSMISSIONS MUST WEIGH AN ADDITIONAL ONE HUNDRED (100) POUNDS. See rule 13!

Any O.E.M. automatic transmission is allowed, including AFTERMARKET AUTOMATIC TRANSMISSIONS which employ couplers or direct pump drives. Stall convertors allowed.

NO "IN and OUT" boxes. NO 'BUTTONS' or 'COUPLERS' are allowed on manual O.E.M. transmissions. NO type of QUICK CHANGE transmissions allowed.

Transmission coolers are allowed but must remain below the interior deck level (not allowed in driver's compartment). The only external lines allowed are those that run to the cooler, if applicable.

(B) Transmissions must have a minimum of 2 forward and 1 reverse operational gear. With motor running and car in a still position, driver must be able to engage car and move forward, stop and move backward at inspection.

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

(D) ALL MANUAL transmissions MUST be equipped with an explosion proof STEEL bell housing.

RULE 8 | ENGINES

8. (A) Any American O.E.M. (ONLY!) cast iron block and cylinder head 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!

The GM 602 "crate engine" is allowed (*See rule 9A). The GM 604 'crate engine' is illegal GM maximum c.i.d. = 358 cubic inches Ford maximum c.i.d. = 362 cubic inches Mopar maximum c.i.d. = 370 cubic inches (no hemis)

Cast or Hypereutectic flat top or dished pistons only, regardless 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.

Minimum Crankshaft Weight – 50 pounds 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!

Maximum Compression Ratio - 9.5:1 Please note: Engines may be checked with scope (pistons), pump (cubic inch displacement), 'whistler' (compression) and carburetor bore gauges, and rules will be enforced.

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

(C) Center line of crankshaft must remain within two (2) inches of the center line of OEM front cross member.

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

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

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

(G) 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.

(H) Engine cooling system may be modified. O.E.M. style, belt driven, forward mounted water pumps, power steering pumps, etc. only. No "sprinklers" allowed. One (1) radiator only, mounted forward of the engine.

(I) Aftermarket or O.E.M. cast iron or aluminum intake manifolds are allowed, but under air (air gap) 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. O.E.M. stock diameter valve springs only! (Chevrolet = 1 3/4", Chrysler = 1 1/2", Ford = 1 7/16") NO conical valve springs allowed. NO double springs (dampers are permitted) allowed.

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

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

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

(J) 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.

(K) All cars must have a (1) battery. Battery must be securely mounted. Battery cannot be mounted inside driver's compartment. Battery type ignitions only. NO magnetos allowed. NO multiple spark discharge boxes (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. NO 'crank-trigger' timing devices 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.

RULE 9 | FUEL SYSTEM

9. (A) One (1) 2-barrel carburetor only. Either O.E.M. by engine manufacturer or the stock and unaltered Holley #4412 or # 0-80583-1 500 cfm two-barrel carburetor are the only options. (See rule 8M for 602 sealed crate engine option) 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!

A "go - no go" carb bore gauge will be used to verify part legality. Traditional carb tuning parts are permitted.

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.

All Air Cleaner housings must be (a) mounted directly to carburetor, (b) consist of a single base and top and (c) be made of steel or aluminum. No plastics or composites allowed, no inserts allowed. No air boxes or remote filter locations allowed. The GM602 sealed Circle Track Crate Racing Engine part #19258602 'crate' engine will be allowed to run a 4-barrel carburetor. This 4-barrel carburetor will be strictly limited to either an OEM or any Holley manufactured 4-barrel carburetor WITH the choke tower with choke plate holes intact. Choke tower must be complete as originally manufactured and cannot be milled or modified in any way. The only allowable external modification is the removal of the choke plate, and both the single or double pumper styles are allowable. Absolutely no other 4-barrel carburetor options are allowed. EDGE reserves the right to inspect and reject any carburetor deemed to be outside of the intent of this rule. The GMPP 602 crate engine is THE ONLY crate engine allowed and must remain sealed with the GM factory FASTRAK/RACE1 secondary seals intact to be eligible to use the 4-barrel carburetor option. This system will absolutely ensure the integrity of the 'no tampering' intent of the sealed engine.

Any GMPP 602 engine with approved seals missing or replaced is NOT ELIGIBLE for the 4-barrel carburetor option but can compete using the standard EDGE Hot Mod 2-barrel carburetor. The seal rule being used will be the recognized FASTRAK engine seal rule. Cars running the sealed and legal GMPP 602 crate engine option MUST have "CRATE" lettered (no magic marker text) on windshield A-pillars / front roof supports.

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

(C) OEM mounted, push rod style mechanical fuel pumps only. One in-line fuel filter only.

Beginning in 2019, a 'dead head regulator' is allowed, however NO bypass regulators or return lines allowed.

(D) 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.

(E) Fuel may be Gasoline or E85 (Flex Fuel). Racing gas is allowed (The instability and volatility of the oil market supply and pricing, the decision to allow E85 (Flex Fuel) allows a class designed for economy racers a cost-saving option should they choose to pursue it. E85 (Flex Fuel) is also produced in America, eliminating much of the reliance on foreign production. Those who are interested in this option are encouraged to educate themselves on the use of Methanol blended fuels, as some fuel system changes and precautions are necessary for parts reliability and longevity)

RULE 10 | TIRES

10. (A) Beginning July 1, 2016, the EDGE Hot Mod division will require usage of the Hoosier G60-15 tire. The Hoosier stock/item numbers are 36021 (25.5" dia.) & 36022 (26.0" dia.)

Any tire must have a base line durometer reading a minimum hardness of '50' (at any time) or they are illegal! Track provided tool will be considered official & final.

(B) No soaking, treating, grooving, cutting or siping of tires allowed! No aggressive grinding of tires allowed! (If you can see a cut in the tire surface, it is too aggressive. Any consistent pattern other than factory tread is not allowed) A "sipe" is defined as a cut in the tire of ANY kind that that can be felt or seen (rule of thumb—if a dollar bill will stick in it when spread apart—it's a sipe)--consideration for body rubs due to contact that make a cut (sipe) will be made. Plainly stated, the use of sand paper style buffing to clean up the tread area, while not making cuts in surface is about the limit if tire tread preparation allowed. The usage of tire grinding discs on tires may result in disqualification. The usage of any chemical treatments, including items such as tire wash, detergents, or non-traditional type of tire prepping compounds can be detected by the tire lab. It is advised that when washing tires that they immediately be thoroughly rinsed to

allow cleaning compound residue to be washed away rather than absorbed into the tire surface. If considering purchasing USED TIRES, please take into account that they may have been treated previously.

RULE 11 | WHEELS / SPACERS

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

(B) Bead locking devices, Interior and (1 per wheel) Exterior mud plugs are allowed (any wheel).

(C) Wheel spacers (steel or aluminum) are allowed.



RULE 12 | BUMPERS / RUB RAILS

12. (A) Bumpers must be used on both the front and rear of car. EXTERNAL Rub rails between tires are RECOMMENDED BUT NO LONGER MANDATORY on both sides of the car. Rub rails cannot extend beyond tire tread area. Right side must have a rub rail or crash/brace bar inside of body. ALL rub rails (internal or external) must weld at all joints. Bolted slip collars at joints MUST BE WELDED! 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.

No 'OEM' front bumpers, only 'traditional' modified design bumpers allowed only!

(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 completely outside of body panels and not covered in any way.

Reminder that the only acceptable front bumpers are the traditional style that consists of (2) round tubing constructed bars that incorporate 90-degree bends and mount to the end or sides of the end of the front frame horns. The bumper must be completely exposed, and definitely cannot be covered in any way by the front nose panel. (See body diagram drawing: PARKB012-P-20191030083956 (tylercountyspeedwayonline.com))

Plainly stated, the extra wide, extra-long nose panels that cover a straight lower bumper bar are not legal or allowed and will require correction prior to competition. Aerodynamics are being addressed by sanction body rules. We have no intention to change body rules but ask that everyone observes what are already in place.

(E) Rear bumpers and side rub rails may not extend beyond the width of the rear tires, and must not contain any sharp edges. 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 'OEM' 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 its 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.

RULE 13 | WEIGHTS / CAR WEIGHT

13. (A) Weights must not be used in driver's compartment, or outside the body or hood area.

NO weights above interior level allowed. No suspension component mounted weight/ballast 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) All cars must weigh a minimum of 2400 pounds with driver after the race will be the minimum weight rule for the EDGE Hot Mod division going forward for ALL competitors.

The 100# penalty for usage of AFTERMARKET RACING TRANSMISSIONS is being eliminated as is the 100# weight break for the GMPP 602 crate engine.

The approved and correctly sealed GMPP 602 crate engine cars must continue to letter "CRATE" on body location designated IF they employ the 4 bbl carburetor option. note: See last sentence in rule 9 (A)

Maximum weight allowed for any car is continues to be 2950 pounds with driver. (As was explained in the past, the weight rules were always intended as a flexible and relatively inexpensive tool to maintain a competitive balance and intended to be revisited as needed. This is a part of that original intention and will remain as such if necessary).

RULE 14 | BODIES

14. (A) Hoods required to use a 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. No concave or 'inward bowed' sides. **(C)** No mirrors allowed. No type of radio communications allowed.

(D) Aluminum or sheet metal body panels are the only allowable materials for Hot Mod interior construction and must meet the dimensional criteria. Aluminum, Sheet Metal, and Composite (doors and quarters, only) body panels are NOW ALLOWED.

Securely fastened plastic skirting will be allowed. Four (4) inch minimum ground clearance is required at any measured location.



(E) Body sides must be parallel to frames and the same width (measured across decking) from front to back. Sides of body can extend no more than 1" beyond outside 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. NO Tilted (side to side) roofs.

(H) NO rear spoilers or spoiler side braces of any type allowed. No fins or edge lips allowed on bodies.

(I) Driver's area must be completely sealed. Minimum 12" window openings (both sides) are required.

(J) Rear roof height cannot exceed front roof height by more than three (3) inches (measured with a level, not off decking) and can be checked at official's discretion. No odd shaped roofs or rear sloped hoods allowed. Decking height rule will be enforced as written (42")

No tolerance allowed!

(K) The interior of the car must be level with the top of the doors from side to side. Interior decking designed to allow driver emergency access to passenger side window is allowed.

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

(M) Composite or preformed plastic, etc. nose pieces are illegal for Hot Mod competition.

Hoods and nose panels are required on all cars and must meet 'traditional' modified appearances.

The maximum width of the nose piece can be no wider than width from outside to outside of the front frame horns and cannot extend beyond the front bumper.

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 diagram page for additional body information.

RULE 15 | CAR NUMBERS

15. (A) Car numbers must appear on both sides of the car, on the door or quarter panel and roof a minimum of 18 inches tall.

(B) Numbers must be a contrasting color to the car.

RULE 16 | 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) A fire suppression system is recommended.

(D) An aluminum racing seat with right side rib protection, right side head rest (minimum) and competition type seat belts are required.

Full containment racing seats are highly recommended. Belts must be at least 3 inches in width. Lap belts, shoulder belts, and anti-submarine belts are required, and must be mounted to 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! 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.

Upon 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.

(G) An ignition/power kill switch is mandatory and must be mounted in a place accessible to safety crews.

This rule is an existing one but generally ignored by class racers. Beginning in 2022, cars MUST employ the usage of a well-marked and properly located power kill switch. Make this a priority for your build prior to coming to the track.

(H) A substantial wire screen is required in the windshield area; minimum screen width must cover area of the debris bars. Minimum of three (3) 5/16-inch bars in windshield area must be used for driver's protection.



Note: These are the minimum requirements allowed by rule for competition. It is the competitor's responsibility to look towards their own safety. The required items in rules remain as written, but any additional and PROPERLY INSTALLED safety items (fire resistant gloves, full containment seat, HANS device, window net, fire suppression system, etc. will never be rejected. Please make your personal safety a priority in your racing.

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 competitor's 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 driver's 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 official's 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 competitor's 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 EDGE 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 drive train rules (engine and components, transmission), tire, shock or suspension rules shall sacrifice event awards, possible point fund & contingency awards. There is no "appeal process" for rule violations.

Hot Mod class competitors are eligible to file a protest. The protest is limited in scope and WILL NOT DEVIATE from directions outlined in 'Protest Procedure' portion of rules below.

Protest Procedure

Beginning 2020 season, class racers will be able to make a protest in two (2) specific areas, only. Tires can be protested for chemical treatment (only) and engines, as specified in rules, can be protested. Only the top 5 feature finishing cars are eligible to be protested. Protesting DRIVER (only!) must have ran in the feature and finished on the lead lap. Protest must be announced to a track official attending the pit inspection area before all finishing cars clear the scales and protest must be paid for within ten (10) minutes of announcing intention to protest in order for the protest to be valid. Each competitor who has competed in no less than 5 events has the eligibility to use the protest procedure with the following stipulations:

Qualifying competitors have one (1) protest to use in each category per season.

If initial protest is found to be unjustified (unsuccessful), the protesting competitor forfeits any further protest attempts in either category for the season.

Any protests will result in purse monies and trophy presentations (if applicable) being held until protest resolution.

Both protest procedures are outlined below:

Tire Protest

Tire protest is for chemical sampling only; Grooving, siping, excessive grinding will be determined and handled by track officials. Chemical sampling is \$150 fee. Fee must be paid in U.S. currency. Checks, etc., are not acceptable.



If proper recovery systems are not available at the time of protest the track will confiscate the tire and seal it within a plastic bag and identified. The sample will be taken at the next scheduled event.

Sampled tire is 'marked' or confiscated to remove from circulation until results of testing are known.

The owner and protestor are welcome to be present as witnesses to process.

If the lab test results are "good tire", protestor sacrifices his protest fee.

If the lab test results are "bad tire", protestor will receive a full refund of his protest fee. The owner of the tire found to be outside of factory supplied benchmark in testing will then be responsible to reimburse track for the \$150 testing fee before being allowed to compete again in Hot Mod competition. This is the penalty for a first-time offense. A second failed test offense, regardless of whether a protest was initiated, or the tire was tested by track discretion, will result in a \$150 fine, a four (4) event ban from competition (rain outs/cancellations are not counted and the ban can run into the following season in order to be completed) and elimination from point contention and any contingency considerations. Further violations will be addressed as appropriate and could include expulsion from all class competition.

Engine Protest

Engine protest will be inspection of: crankshaft, piston, connecting rod, cubic inch, lifter and valve angle. The engine protest fee is \$800.00 and must be paid in U.S. currency. Checks, etc., are not acceptable.

If engine is found illegal, the \$800.00 fee will be refunded in its entirety to the protesting party. Illegal parts will be confiscated and become property of the track. Additionally, illegal engine owner loses all points, any contingency opportunities, all protesting rights, must have engine approved by track before competing again and must reimburse track \$800 fee. Second time found illegal, whether in that or any coming season, will result in being barred from any further class competition.

If the protested engine is found to be legal \$500.00 will go to the owner of the protested engine for reassembly. A protested and found legal engine will be 'sealed' upon reassembly and is no longer eligible to be protested.

Engines with approved and legal 'cable-lock', etc. engine sealing systems are exempted from being protested once seals are verified as uncompromised.

Track officials retain the right to teardown an engine at any time for inspection without fee. Engines found to be legal upon will result in reimbursement to engine owner for costs incurred for reassembly.

At the discretion of track management, a protested engine may be sealed for inspection at a different location and/or at a later date.

No driver competing in another class may compete in the Hot Mod class during the same event. EDGE 'Hot Mod' license (temp or annual) required for ALL drivers!

This class is intended as an economical option for competitors. Rules may be amended at any time in the interest of safety, economics or competitive parity.

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.

It is the driver's responsibility to understand & abide by the car construction rules.

Do not purposely violate the intent of these rules!

The EDGE Hot Mod class was created to maintain a class of rear-wheel-drive race cars that were competitive, safe, cost efficient and sustainable for tracks and racers alike. We are now well into the second decade since the class's inception and are appreciative of the support received from each sponsor and participant, both past and present. Few classes can boast the numbers of racers who have wins to their credit as the Hot Mods do on an annual basis, an encouraging indicator as we move into the future.

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