As previously stated, Transponders will be required to participate at CNS in 2011; the following will provide guidelines for installation of the unit. For the purposes of technical inspection, a square will be laid out and painted on the ground to provide for easy measurement of the specifications that follow.

The transponder loop will be used for lap by lap scoring as well as finishing order results tabulation. For the close finishes that CNS tends to produce, results will be verified in post race tech and video results at the stripe. Transponder mounting outside of tolerances will be assessed a minimum of a two position penalty. A $50 transponder mounting protest will be allowed with $20 going to CNS and the remaining $30 going back to the protester if illegal and $30 going to the protested if deemed legal. If a protested car / truck is found illegal, a two positions penalty will be assessed. For all mounting, the unit must have an unobstructed view of the track surface with nothing under it.

For LM, PT, SP and SS divisions:
The unit must be mounted on the right rear frame rail 14 feet, 2 inches behind the forward most point of the race vehicle. A tolerance of plus or minus 1 inch will be allowed.

For the MOD division: (GAM and Mod-C)
A minimum of 106 inches behind the leading edge of the forward most bar on the bumper or sheet metal will be used. The unit can be mounted on the left rear or right rear.

For the Super Modified division:
Please contact Mr. Richard Castor Jr. for details

For the Legends division:
Please contact your Mr. John Ulander for official mounting instructions. The location that will be used is the right rear down bar behind the rear axle.

Figure 8 and Train divisions:
These divisions will not be utilizing this technology so a mounting dimension is not provided.

Scotty Backman
Colorado National Speedway Track Operator

Jeff Campbell
Director of Competition & Tech