

**HOUSTON MOTORSPORTS PARK**  
**2010 Pro Stock Technical Rules**  
**Revised 12/31/2009**

**1) RULES AND APPLICATION**

a) These rules and regulations are designed to promote competition and safety for all who compete at Houston Motorsports Park. Even though thought and effort has been given to require as safe a car as possible through these rules, it is incumbent on each driver, pit crew person, spectator, track employee, and track official to use prudent judgment and personal restraint in the name of fair competition and safety. These rules in no way ensure safety nor prevention of injury to any person participating in or spectating at Houston Motorsports Park.

b) Houston Motorsports Park officials welcome your suggestions and recommendations to improve the racing and safety of racing at Houston Motorsports Park. Please convey your suggestions and recommendations to the Technical Inspector or the General Manager.

c) Refer to the General Rules, Track Regulations, Car Registration, and the Rules Disclaimer for additional information and guidance.

d) Houston Motorsports Park officials reserve the right to interpret and apply the rules and procedures at Houston Motorsports Park. When a rules interpretation is necessary the primary consideration will be the spirit and intent of the written rule. The interpretation by HMP management is binding and final.

**2) TECHNICAL INSPECTIONS**

a) Every competing vehicle, regardless of class, is subject to a safety and technical inspection by the Technical Inspector at any time.

b) Every race car competing at Houston Motorsports Park is required to pass a safety inspection by the Technical Inspector before the car is allowed to compete. The Technical Inspector has the option to allow the car to compete without passing the Safety Inspection if, and only if, the Technical Inspector determines that the noncompliance item is such that it may be allowed a one-time exception. Any one-time exceptions must be corrected and verified by the Technical Inspector prior to the next scheduled race night.

c) As a general rule, the top three finishers of each feature race will be inspected. Additional cars may also be inspected at the same time if the Technical Inspector or another Houston Motorsports Park official deems it necessary and appropriate

d) If a car is found to be not in compliance with the rules it will be disqualified and no points or money will be awarded for the race event night.

e) Anyone refusing to be inspected by the Technical Inspector will be disqualified. They will forfeit all winnings and points for the race event night. They will be inspected the next time that the car returns to the track.

~~f) Should anyone refuse to be inspected by the Technical Inspector for a second time, any points and money will be forfeited for the race event night, and, the car will be inspected prior to being allowed to compete at the next event. The car will be inspected at the end of the race night regardless of the finishing place in any races for the event.~~

g) The Technical Inspector is available before, during and after each event to assist in the application or interpretation of any technical rule. It is highly recommended that interpretations are requested and resolved before the night of competition, and, the technical inspections. The Technical Inspector is here to help not hinder each racer at Houston Motorsports Park.

h) All competitors must conform to all technical inspection tools, scales and gauges used by Houston Motorsports Park.

i) The decision of the HMP Technical Inspector is final and binding in all matters of interpretation and application of these rules and regulations.

### **3) SAFETY EQUIPMENT**

a) Every driver is required to wear an approved driver's suit (fire suit) anytime they are on the track and in the race car practicing, testing, or competing in a race.

b) Racing gloves and shoes are mandatory.

c) Every driver is required to wear an approved full face safety helmet. The driver's helmet must have at least a Snell 95 or SA 2000 rating.

d) Padded helmet support (neck collar) required. Hutchons, Hans, D-Cell or similar SFI approved helmet restraint not required but strongly recommended.

e) **Every race car must have a fire extinguisher or fire suppression system.**  
1. All fire extinguishers and mounting brackets must be metal.  
2. Manual fire extinguishers must be within reach of the driver.  
3. If used, Remote mount fire extinguisher must have triggering system within easy reach of driver and at least one nozzle in driver's compartment, fuel cell area, and engine area. This system is strongly recommended.

f) Each Race Team is required to have at least 1 10-lb. fire extinguisher in their pit. The fire extinguisher must have the car number painted or stamped on the body of the fire extinguisher.

g) Driver restraint system must be quick release racing type, with minimum 3 inch wide lap belts, 2 x 3 inch wide shoulder belts, plus submarine belt. Belts must not be older than 5 years, subject to condition. Must be securely mounted to the roll cage. Must be SFI approved and date tag must be intact.

h) Driver's side quick release or push button window net required. Mounted to cage, not to body. Maximum of 5 years old, subject to condition. Must be SFI approved and date tag must be intact.

- i) The roll cage in the drivers' area must be padded.
- j) Driver seat head braces strongly recommended.
- k) No Rear view mirrors allowed. Only one 5" round, driver's side (spot) mirror is allowed. Mirror must be located where the window pillar meets the door and be entirely within the boundaries of the body.
- l) Ballast weight is not allowed in the driver's compartment.

#### **4) SEAT**

- a) Aluminum racing seats are required and must be securely mounted to the roll cage with a minimum of (4) 3/8 bolts, 2 of which must be near midpoint of drivers back. Fiberglass and bucket seats are not allowed.
- b) Seat may not be set back farther than 30 inches measured from seat back to center of rear axle.

#### **5) BODY AND CHASSIS**

- a) Any American made steel body 2-door or 4-door sedans or hardtop with a minimum of 108-inch, unaltered, factory wheel base is approved. All others must be pre-approved by the Technical Inspector.
- b) Trucks, Vans, Station Wagons, Camaros, Firebirds and similar body styles and frames are not approved.
- c) The front firewall and rocker panels must be stock and intact.
- d) All holes in firewall and floor must be covered with min. 20-gauge sheet metal. Badly rusted floor pans should be completely covered above or below floor with a minimum 20-gauge steel.
- e) Any allowed factory, American Made body may be run on any approved frame. Must be steel and have at least 6" of ground clearance. Pillars and roof cannot be lowered or tilted. Body must resemble that of a U.S. factory produced car and have factory produced body lines.
- f) Aftermarket plastic nose and rear piece are allowed.
- g) The body must remain stock appearing. Aftermarket stock appearing parts may be used, steel only.
- h) The hood, roof, and floor pan may be hulled out, but the floor pan must remain stock from rear of the 4-point roll cage area forward to front firewall except that the passenger side of the floor pan may be opened up to clear the muffler. Any opening must be covered and sealed with sheet metal.
- i) Front inner panels may be trimmed or removed.

j) Each door must be securely fastened to the car body by welding, bolting or riveted shut.

k) Aluminum and fiberglass body parts are not allowed unless the vehicle came from the factory with aluminum parts.

l) Sheet metal doors are allowed but they must be at least 22-gauge steel.

m) Solid body mounts are allowed...

n) The instrument panel may be aluminum

o) Rear deck spoilers are allowed but the maximum height is 6-inches and the maximum width is 56 inches, mounted to the trunk lid.

p) Front and rear frame rails may be tied together.

q) Factory installed spoilers are allowed.

## **6) WINDOWS**

a) It is optional to have a front and rear windshield. The windshield must be Lexan™.

b) The windshield must be braced with 2 inside vertical braces to support the window. These braces should be near the center of the windshield.

c) Door windows are not allowed except for air ducts which must not fully enclose window opening.

d) Windshields must be in stock locations and have stock dimensions.

e) If running a rear windshield, no spoiler of any kind allowed.

## **7) INTERIOR**

a) All cloth, plastic, glass, chrome, and any combustible material must be removed.

b) Passenger side and rear deck area may be covered using metal only, steel or aluminum. No plastic allowed.

## **8) BUMPERS**

a) Each car must have one front and one rear bumper at the beginning of each race event.

b) Both bumpers, front and rear, must be welded or bolted to the chassis or frame of the car.

c) If factory stock bumper is not used, bumper must be made of no larger than 4x4-14 gauge square tubing or 2" .095 wall round tubing and must be covered with plastic nose piece.

## **9) EXTERIOR CONDITION**

a) The exterior of the race car must be repaired after each race night.

b) Any damaged body parts are subject to approval by the Technical Inspector prior to a race event.

c) Race damage may prevent a car from returning to the race even if it is in running condition. The technical inspector has the option and authority to determine if the car is safe and may return to the race or if it may enter another race without being repaired.

## **10) ENGINE LOCATION**

a) The engine must be no farther back than the #1 spark plug even with center of upper ball joint.

b) Machining and cutting for the fuel pump clearance is allowed.

c) The firewall must remain factory stock, but may be moved for clearance.

## **11) ENGINE AND TRANSMISSION MOUNTS**

a) Stock engine and transmission mounts are allowed.

b) Steel solid engine and transmission mounts are allowed.

## **12) SUSPENSION**

a) Factory OEM suspension required unless otherwise stated here.

b) Front upper control arms may be changed to tubular steel shaft-non adjustable. Control arm bushings may be changed to solid or neoprene. All control arm mounts must remain stock and remain in stock location.

c) Heavy duty factory OEM spindles may be used. GM on GM / Ford on Ford / Chrysler on Chrysler etc. No aftermarket drop spindles allowed.

d) Adjustable spring shackles may be used.

e) Any stock mounted sway bar, front or rear, is allowed. All sway bars must mount on top of control arms.

f) Heim joints and mono-ball joints are not allowed.

g) The camber and caster may be adjusted.

- h) **Weight jacks or jack bolts are not allowed, even hidden weight jacks.**
- i) Coleman or equivalent right front steel hub and drum assembly optional.
- j) Slider type rear spring shackles or mounts are not allowed.

### **13) SPRINGS**

- a) Racing springs allowed.
- b) All springs must be at least 5-inch OD and 9.5-inches tall.
- c) Front and rear springs may be different heights and spring rates.
- d) The rear leaf springs may be arched or de-arched.
- e) Racing leaf springs are allowed. Must be steel. No Chrysler springs allowed.

### **14) STEERING**

- a) The factory stock steering system is required.
- b) After market power steering pumps and quick steers are allowed.
- c) Rack and Pinion steering is not approved.
- d) Any steering wheel is allowed
- e) Steering wheel quick disconnects are allowed and encouraged.

### **15) BRAKES**

- a) Stock type brake pedals, master cylinders, calipers, and rotors are required. All cars must have four working brakes.
- b) Master cylinder must be mounted in stock location on firewall.
- c) Only one master cylinder per car.
- d) Replacement of drum-shoe brakes with disk brakes on rear is allowed and encouraged – especially on cars with C-clip type rear axles.
- e) Power brakes may be used if the vehicle make and model came factory equipped with power or power assist brakes.
- f) Aftermarket aluminum brake calipers are NOT allowed.
- g) Aftermarket master cylinders and brake bias adjusters not allowed.
- h) No drilled or scalloped rotors or any other weight reductions on any brake components.

## 16) Shocks

- a) The front or rear shocks may not use Heim™ joint mounts.
- b) The front and rear shocks must be factory type replacement shocks and must be mounted in the factory stock locations using the factory stock mounts.
- c) Steel body, non-adjustable, racing shocks are allowed but they must use the stock mounts and in the stock mounting locations. **Rebuildable shocks are permitted – must be serviceable from shaft end only. No Schrader type valves permitted. No valving adjusters, no gas pressure adjustment ports or openings.**
- d) Relocating the shock mounts is NOT allowed.
- e) **Publicly published retail price of shock must not exceed \$100.**

## 17) Wheels

- a) The maximum wheel width is 8 inches measured between inside tire bead surfaces.
- b) Racing wheels are required.
- c) At least 1/2-inch OD wheel studs and one-inch OD lug nuts are required.
- d) Each wheel is required to have all lugs and lug nuts.
- e) Steel wheels only. Aluminum wheels or adapters are NOT approved.
- f) Maximum of 2" wheel offset is allowed. Bead locks are not allowed.
- g) Maximum of one inch wheel spacer per wheel allowed.
- h) Air pressure relief valves are not allowed.

## 18) TIRES

- a) **The only tires allowed:**
  - GOODYEAR GROOVED SLICKS D2863 27.0 x 8.0 - 15 Factory plated.**
  - GOODYEAR GROOVED SLICKS D2862 26.5 x 8.0 - 15 Factory plated.**
- b) **No camber cutting, shaving, grooving, altering, chemical coating, treating, or soaking is allowed. Tires will be subject to inspection by Track Officials.**
- c) **Tires may be confiscated or impounded.**

## 19) RIDE HEIGHT

- a) The minimum ride height for full frame cars must be 6 inches from the lowest point of the frame to the ground with the driver out of car. Sub-frame cars must be 5 inches. Measured between front and rear at side of frame.

## **20) WEIGHT**

- a) The minimum weight of the car with the driver in the seat is 3,200 pounds after race. Maximum left side weight 55%.
- b) Topping off of fuel for weight allowance is not permitted.
- c) Any ballast weight used must be securely bolted with 1- ½" bolt per 50 lbs.
- d) All ballast weight used must be painted white or silver with car number in contrasting color.
- e) No ballast weights in the driver's area.
- f) Any ballast weights or other parts, body pieces, etc. that fall off during race will not be allowed to be used after race to make weight in tech.

## **21) ROLL CAGE**

- a) A four-point roll cage made of 1-1/2 inch 0.095 minimum thickness steel tubing is required. Galvanized water pipe is NOT approved anywhere in roll cage!!!
- b) The door bars shall be made of the same material as the roll cage.
- c) The roll cage must have four uprights and connected at the top in a "box" configuration.
- d) At least one horizontal brace behind the driver and connecting the rear uprights is required.
- e) At least one front horizontal brace between the front uprights is required.
- f) Intersecting welded joints in the roll cage tubing may be reinforced with steel gussets.
- g) Front and rear protection bars are allowed to protect the radiator and the fuel cell.
- h) There must be at least 4 horizontal bars in the driver's door and at least 1 horizontal bar in the right door. The bars must remain within the door and not be above the door.
- i) The driver side door bars must have a min. 1/8-inch thick steel plate welded to the outside of the door bars covering the lower three bars to protect the driver from side impacts. The plate must be installed between the door skin and the door bars.

## **22) FUEL CELL**

- a) A maximum 22-gallon fuel cell is required.
- b) The fuel cell must be enclosed in a steel container.

- c) The fuel cell must be securely mounted in the trunk and as far forward as possible.
- d) The fuel cell must not be lower than the center line of the rear axle housing.
- e) The fuel cell must have a roll over safety valve.
- f) The fuel cell vent must exit the car at the left rear near the stop light location. The exit line must protrude at least 2-inches outside of the body.
- g) The fuel cell must be installed in the trunk of the car with a minimum of 2 straps on the top and 3 straps on the bottom. Each strap must be at least 1-inch wide.
- h) Rear fuel cell protection bars are required.
- i) The fuel lines that run into or through the drivers' compartment must be enclosed in steel tubing or must be braided steel lines.

### **23) FUEL**

- a) Pump gas or racing fuel allowed.
- b) Alcohol, nitrous-oxide, oxygen bearing fuel or additives are not allowed.
- c) Fuel cooling devices are not allowed. (Cool Cans etc...)

### **24) ELECTRICAL**

- a) A maximum of one 12 volt battery allowed.
- b) An alternator or generator is optional.
- c) A master electrical power cut-off is required to be mounted within easy reach from out side of the car. When this switch is off all electrical power in the car is off.
- d) Heavy duty starter and ignition switches are required, and must be mounted within easy reach of the driver and emergency crews.
- e) The battery may be mounted in driver compartment behind driver's seat. Must be mounted securely and in a battery box with lid. The battery box is not the mount. Must have steel straps and bolts.
- f) If battery is mounted in trunk area battery box is not required. Must have steel straps and bolts. All batteries must have a rubber cap on positive post.

### **25) IGNITION**

- a) Stock factory type (OEM) ignition systems are required. No open circuit board modules etc. Must be stock appearing. Pick up coils and weights may be locked. GM must have coil mounted in cap.

b) HEI soft touch Rev Limiter mandatory on all cars using Crate Motors. Rev Limiter must be mounted in plain view on right side of dash and not accessible from driver's seat.

c) Rev chip will be furnished by HMP.

## **26) CARBURETOR**

a) A box stock Holly Model 4412 - 500 CFM

b) The following changes to the carburetor are permitted.

c) The choke butterfly and shaft may be removed.

d) The power valve and the jets may be changed.

e) The butterflies may be drilled with one hole no larger than 3/16-inch diameter.

f) The throttle shaft must remain stock with no thinning or cutting in any manner.

g) The main body and metering block may not be reworked in any way. They must remain box stock.

h) The amount of holes and their location must remain as manufactured. Additional holes and passages will not be permitted.

i) Additional screw-in pressed in bleed holes in the main body or metering block will not be permitted.

j) A carburetor spacer or adapter of not more than 1.250-inch, including gaskets, is allowed for spacing between the carburetor base and the manifold surface.

k) Funnel and ram air devices are not allowed. A cool air box may be installed to pick up outside air at the cowl.

l) Tech director reserves the right to impound any carburetor at any time during or after an event. Any carburetor found not in compliance will be cause for immediate disqualification. **(See Penalty)**

## **27) ENGINE**

### **Option 1- GM 350 cu. inch sealed crate engine part # 88958602**

a) Oil coolers recommended

b) Engine must be sealed by the manufacturer or certified engine rebuilder and must remain in "as shipped" condition.

c) Use of or installation of an open or closed loop vacuum system, to evacuate air from the engine is a speed enhancing alteration and is **prohibited**.

d) Technical director reserves the right to impound any engine after an event for inspection. Any engine found not in compliance will be cause for immediate disqualification. **(See Penalty)**

### **Option 2 -**

a) Stock small block cast iron engines smaller than 400 CID are allowed. The 400 CID small block engine is NOT allowed.

b) The block may be over bored no more than 0.060-inches.

c) The maximum displacement for a GM engine is 360 CID.

d) The maximum displacement for a Ford engine is 364 CID.

e) The maximum displacement for a Chrysler Products engine is 364 CID.

f) Chevrolet Bowtie blocks or any Chevrolet block which will accept the small journal crankshaft without modifying the block is not allowed.

### **28) HEADS**

a) Only stock cast iron, straight plug heads for the size and brand of engine are allowed. (350 Heads on 350- only and 305 Heads on 305 etc.)

b) The heads may NOT be polished, ported, nor port matched to the intake manifold.

c) Angle milling of the head is not allowed.

d) The heads must have stock type valves and valve springs. No double or triple springs allowed.

e) Titanium parts are not allowed.

f) Vortec™, Bowtie™, SVO™ or W2™ or any other aftermarket performance heads are NOT allowed.

g) Angle plug heads are not allowed.

h) Only open chamber heads with 1.94-inch intake valves and 1.50-inch exhaust valves are allowed.

i) The minimum combustion chamber size for Chevrolet, Ford and Chrysler head is 68 CC, measure at race conditions and temperatures.

j) Ford and Chrysler heads must be stock for the engine being used.

k) Modification or removal of the casting or head numbers is cause for immediate disqualification.

l) Steel stamped rockers only. No roller or roller tip rockers allowed. No stud girdles allowed. Screw in studs and guide plates are allowed. Rocker arm ratio must be stock for engine & heads being used.

### **29) INTAKE MANIFOLD**

- a) Only a stock OEM cast iron 4-barrel un-modified intake manifold is allowed.
- b) Marine performance and aluminum intakes are not allowed **except Edelbrock part #2101 is permitted.**
- c) The ports and runners may NOT be polished nor matched to the heads.

### **30) FUEL PUMP**

- a) Mechanical fuel pumps only.
- b) Electric fuel pumps are not allowed.
- c) The mechanical fuel pump must be mounted in the stock position on the engine.

### **31) CRANKSHAFT**

- a) Factory stock crankshafts are required.
- b) Lightening and special machining of the crank shaft is NOT allowed, including grinding and polishing.
- c) Small journal Chevrolet crankshafts are not allowed unless they were factory equipment for the engine being used.
- d) The minimum allowable crankshaft weight is 48 pounds **with timing gear but without pilot bushing.**
- e) The maximum rod journal undersize is .060 when compared to a stock crankshaft rod journal.
- f) No small journal crankshafts.
- g) No Honda type rotating assemblies.

### **32) CAM SHAFT AND LIFTERS**

- a) Any flat tappet cam, .300 lift maximum measured at lifter is allowed.
- b) Hydraulic lifters are required, and must be stock diameter no solid lifters.
- c) Roller cams Roller lifters and rockers are NOT allowed.

### **33) TIMING CHAIN/GEARS**

- a) Only stock type timing chain is allowed.
- b) Cam gear drives are NOT allowed.

### **34) BALANCER**

- a) Factory stock types of engine balancers are allowed.
- b) Fluid dampers and other after market balancers are allowed.

### **35) PISTONS**

- a) Only flat top 4-valve relief pistons are allowed.
- b) Milling of the pistons is not allowed.
- c) No portion of the piston may extend above the block surface.

### **36) RODS**

- a) Steel rods are required.
- b) The rods must be stock OEM or OEM replacement for the engine being used.
- c) Polishing and shot penning is allowed.

### **37) OIL PAN AND OILING SYSTEM**

- a) Only wet sump oiling systems are allowed.
- b) Dry sump and other external oiling systems are NOT allowed.
- c) One inch inspection hole in the left side of oil pan adjacent to # 5 cylinder is recommended for crankshaft and rod inspection without removing oil pan.
- d) Claimer oil pans are allowed.
- e) The oil pan removal may be part of the technical inspection to ensure racing fairness.
- f) Owner – Driver responsible for labor on all teardowns.

**Any engine found not in compliance will be cause for immediate disqualification. (See Penalty)**

### **38) RADIATOR AND OIL COOLER**

- a) Radiator must be in stock location. One per car. Additional electric fan allowed if original pulley system and fans blades are used also. Top of fan blades must be covered.
- b) Aluminum radiators are allowed.
- c) Aluminum and steel water pumps and pulleys are allowed.
- d) Front air ducting to the radiator is allowed.
- e) A catch can must be mounted at the right of the radiator and connected to the over flow spout to catch any over flow from the radiator.
- f) No Ethylene-Glycol or antifreeze type coolants are allowed in a race car while on the track.
- g) "Water Wetter™" may be added to the radiator water to improve engine cooling.
- h) Water may be used without additives as an engine coolant.

### **39) EXHAUST**

- a) Cast iron exhaust manifolds are allowed
- b) Chassis type headers are allowed with 1-5/8-inch tubes and a maximum 3-inch collector.
- c) Over the top and 180-degree headers are not allowed.
- d) Stepped headers are not allowed.
- e) The exhaust must exit behind the driver via a turn down. The exhaust may not exit through the body.
- f) The exhaust pipes may tie together with a crossover pipe.
- g) All cars are required to have exhaust mufflers.**
- h) The maximum sound reading must not exceed 96 db at 100 feet while the car is under full power. The reading will be made while the car is under full power on the track.

### **40) CLUTCH and flywheel**

- a) A steel scatter shield is required with a 2" inspection hole.
- b) Steel or cast iron flywheel only with minimum weight of 15 pounds.
- c) The minimum clutch disk diameter is 10 inches.

- d) GM engines must have a flywheel with at least 153 start teeth.
- e) GM engine clutch pressure plates must weigh at least 13 pounds.
- f) Aluminum flywheels and clutches not allowed.
- g) The flywheel may not be machined or lightened.
- h) On a vehicle that did not come with a factory manual clutch system an aftermarket system may be added.

#### **41) TRANSMISSION**

- a) An OEM automatic transmission or 3 or 4 speed manual transmission required. Must work forward and reverse. Transmissions must retain all gears in working order.
- b) External transmission oil coolers are allowed.
- c) Stock diameter and functional torque converters for the year and model car are required – minimum diameter 10-1/2 inches.
- d) Small diameter or light weight torque converters are NOT allowed.

#### **42) DRIVE SHAFT**

- a) A front drive shaft loop made of 1/8 X 2-inch steel strap is required. Bolt or weld the loop to the chassis within 12-inches to the rear of the front universal joint (u-joint). Allow room for the drive shaft to move with the suspension yet keep the drive shaft inside of the loop if a universal joint should fail.
- b) A steel drive shaft is required.
- c) Carbon fiber, aluminum, and other non-steel drive shafts are NOT allowed.
- d) The drive shaft must be painted white for visibility.

#### **43) REAR END (DIFFERENTIAL)**

- a) Quick change rear ends and floaters are not allowed.
- b) The rear ends may be exchanged from one manufacturer to another BUT they must retain the stock OEM mounts. Rear ends must be within 2" of factory width (flange to flange) for the frame being used.
- c) The rear end must be locked, but no limited slip™ or performance type allowed.
- d) No aluminum components allowed in rear end.

#### **44) CAR NUMBERS**

- a) All cars must have a registered one or two digit number. The registered number is assigned at the time the driver/owner registers the car with the track officials.
- b) The numbers must be painted a contrasting color to the car. Note: If the scorer cannot read the number, the car receives no scoring. A car could lose a race because the number could not be read clearly by the scorer.
- c) The number placement and sizes are:
  - d) Both doors - At least 18-inches in height.
  - e) On the Roof - At least 18-inches in height and readable from the grandstands and scorer booth.
  - f) On the front and rear window - At least 6-inches in height, readable from the front and rear of the car respectively.
  - g) If a number is difficult to read by the scoring personnel, a request will be made to change the number size, color, or location. The number must be readable by the scorer for the car to receive placement points and money.

#### **45) LETTERING**

- a) Sponsor information and driver names are encouraged.
- b) The lettering must not cover or make the number difficult to read by the scorer.

#### **46) RADIOS & TRANSPONDERS**

- a) Transponders are required.
  - b) Transponder location will be 24" behind the passenger side lower ball joint on either the inside or outside of the frame rail. The measurement will be made from the grease fitting in the ball joint to the centerline of the transponder. There will be zero tolerance for transponders mounted closer than 24" to the ball joint. All transponders must be mounted vertically with no variance. All transponders must have an unobstructed area between the transponder and racing surface. Transponder must be mounted 24" or less above the racing surface.
- c) All drivers must have and listen to a scanner or Raceiver tuned to HMP Race Director's frequency during all racing sessions. Two way radios and spotters are not permitted at any time.

**Penalty - Car and driver will be banned for the entire season, points and money will be forfeited.**

**IF THE RULES DON'T SAY YOU CAN, THEN YOU CAN'T  
UNLESS YOU GET APPROVAL FROM HMP'S TECH DIRECTOR!**