



2022 Sprint Car Rules of Competition & Car Construction Rules

General:

Circle City Raceway will be running its Sprint Car Championship based on USAC's Car Construction specifications. It is the intention that most likely if a Sprint Car is legal at one of Indiana's multiple tracks that has sprint car competition, that car will be legal to run at Circle City Raceway. Those rules can be found below.

Each person signed into the pit area is expected to conduct themselves in a sportsmanlike manner on and off the race track. The following will be prohibited: Any profanity, threats or disrespect toward any Circle City Raceway staff; Fighting and/or behavior threatening violence; Illegal drugs, drug paraphernalia or weapons of any kind; Consumption of alcoholic beverages before or during an event; Profanity during public address interviews. Violations to any of the above may result in immediate ejection from the grounds and/or suspension and/or arrest.

The rules outlined below may not cover every incident that may occur. In those situations the decisions of the Chief Steward and/or Track Officials will be final.

BEFORE GOING ON TRACK

A. Everyone entering the pit area needs to read the Pit Area Rules & Guidelines available at CircleCityRaceway.com. The pit area is considered a RESTRICTED AREA. All persons entering the pit area must sign the voluntary waiver & release form as well as pay the pit entry fee to obtain a wrist band. Wrist bands are to be worn on the left wrist at all times during the event. For pit entry for persons under the age of 18, a parent or legal guardian must complete a Minors Release form. Minors are to be accompanied by a parent and/or legal guardian at all times while in pit area. Anyone entering the pit area without signing in, paying for and receiving a wrist band shall be considered trespassing. Circle City Raceway officials reserve the right to deny entry to any car/driver/crew member or any other person to the pit area or grounds.

B. All racers need to read the rules for their division. A driver can compete in multiple classes; however, he/she will be required to pay an entry fee for any additional class.

C. Every racecar/driver combination racing that night must sign in at the Pit Office/ Transponder Window and pick up their yellow Westhold transponder, or provide the serial

number for a Westhold transponder of their own. A driver's license will be held until the undamaged transponder is returned. Failure to return the transponder in a timely manner after racing ends or it being damaged may result in a fine. You will be assigned a Pill Number that will determine which group you will hot lap/qualify with. A car must be on property and a driver must be registered before the Drivers Meeting begins. Failure to do so may result in you starting at the tail of your heat race.

D. Each race car must have a completed car number registration before going on track. A car number belongs to that person for the season. Purchasing a "used" car does not give you that number. Car numbers must appear on both car sides and on the roof. Numbers must contrast in color (light vs dark) from car color.. All signage on race vehicles shall be in good taste. Profanity and indecency strictly prohibited.

E. All drivers that are competing for prize money must have a completed W-9 form on file. No prize money will be issued until then. An A-Main driver must take the initial green flag in that race to receive prize money, otherwise the driver will receive tow money. Any driver not qualified for an A-Main must take the initial green flag of their feature event to receive at least tow money. Prize money will be paid out at the pit office window approximately 15 minutes after the completion of the day or evening's final race and all the race results have become official. Prize money will be given to only the driver or the team owner. Transponder must be returned to receive prize money.

F. When a racecar appears at the track for the first time that year or for the first time with a new owner, it is required to be presented to the tech area for technical and safety inspection before entering onto the racing surface. Tech inspector approval is required for any further participation. Further inspections may be required at any time. If the inspector challenges the compliance with the rules of any car, it is the responsibility of the car owner to prove that any part or component of the car which is challenged does meet the requirements of its division's rules. When the car is submitted for inspection, the car owner certifies that the car meets all the requirements contained in these rules. The decision of the inspector as to whether the car complies with the rules will be final without appeal.

G. Cars are subject to present through tech inspection at any time.

H. All teams are required to properly place a Circle City Raceway owned scoring transponder on their car for all laps turned on the track.

I. Drivers Meetings will take place approximately 30 minutes before hot laps. Participation in the Drivers Meeting is mandatory. The chief steward will conduct the Drivers Meeting. Hot Lap/Qualifying groups will be posted after the Drivers Meeting. The order of events will be discussed, as well as the designated work areas and the manner in which the work area will be utilized.

J. Race lineups will be posted in a timely manner on the bulletin board located just outside the walk through gate from the Pit Office, next to the pit restrooms. Generally, race lineups will be generated using results from hot lap/qualifying sessions. There will be an invert of the four fastest cars from that group's hot lap/qualifying session for the corresponding heat race lineup, with a number of the top finishers in that heat race transferring to the A-Main. Officials will take the top two finishers of each heat race and conduct a randomly generated redraw using the track's scoring software to determine the front of the A-Main. 3rd Place finishing drivers in each heat race will start in front of 4th Place finishing drivers, etc. If necessary,

non-transferring cars will compete in a Last Chance Race(s) to transfer to an A-Main Event. The exact numbers of transfers and the format of each division's racing will be announced at the Drivers Meeting.

K. All transfer spots are earned by the driver and not the car. Switching cars will result in that driver starting on the tail.

L. A car can only compete for prize money in one division per event unless approved or specifically announced prior.

M. All ATVs, golf carts, etc. Must be clearly identified with the number of the car they are associated with. Improper use of the vehicle may result in the loss of privileges. ATVs/carts are not permitted on the track surface at any time with the exception of sprint car teams to stage. Any violations while utilizing these vehicles will result in a penalty to the associated driver/car.

N. No open fires or open flame grills are allowed in the pit area at any time.

O. Any pet(s) in the pit area must be leashed and restrained at all times

P. There will be no dumping of any type of petroleum product or hazardous waste upon the grounds of Circle City Raceway. Used and discarded tires may not be left on the grounds. Any violation will result in fines, suspension or both.

Q. The driver and car owner assume all responsibility for their crew members at all times. During races, all crew members are to stay on the grass hill/bleachers outside turns 3 & 4. No crew member is allowed on the racing surface at any time! Violations will result in a penalty for the associated driver/car.

ON THE TRACK

A. Report to the lineup chute at the appropriate time for your division. Pit Stewards will make sure that you are in the appropriate group for your hot lap session, and will line up each heat and feature event in the lineup chute. There will be a five minute warning given prior to the start of each division's track activity. Once that five minute warning is given, each car must be at the lineup chute ready to compete. The penalty for not making it the lineup chute in time is losing your fastest lap in hot lap/qualifying, or starting from the tail of your race.

B. Pulling onto the track for a race, each car must go across the start/finish line once to activate/confirm their scoring transponder is working properly.

C. No lights of any kind can be added for appearance purposes to any Circle City Raceway racing division.

D. Hot Lap/Qualification runs begin when the car pulls onto the track. If the car is then not able to complete a hot lap/qualification lap, the car will be considered a non-qualifier. Cars that are disqualified for technical reasons in qualifying cannot go again. That car will be considered a non-qualifier.

E. On a start or re-start, racing begins when the green flag is waved. Line-up positions should be held until the green flag waves and the concurrent display of the green light. Generally, the pole sitter/leading car must wait to fire until the car reaches the designated starting cone

located around the Turn 4 area. Further instructions will be given at the Drivers Meeting. Starts/re-starts will be Delaware Double File unless a single file restart is deemed appropriate by the chief steward.

F. No track official can give physical assistance (except as outlined here) to any competitor during any race event. A competitor can be disqualified from any event in which he or she has received such assistance. A wrecker and/or track official may lift a car off another car, lift a car off the wall, or assist in the separation of two or more cars locked together. The wrecker or officials can assist in performing necessary work to clear the track and/or avoid additional damage to cars. If the assisted car is to continue in the race, it must leave the scene under its own power or be pushed by another racecar. For push started vehicles, a car must be able to fire from the push start and prove it can continue. A car pushed off or removed by a wrecker may return to a race proving to move under its own power and approved by the chief steward.

G. No car may leave the pit area to first enter a race after the green flag has been initially shown.

H. Cars needing to utilize the work area may do so at their own peril. Only during A-Main feature events will cars be given guaranteed time to accomplish repairs and return to a race that is scheduled for 20 laps or more and timed race events. The amount of guaranteed time for each division will be discussed at the Drivers Meeting. The work area will be on the left side of the staging lane. Any driver entering the work area for repairs needs to stop in that designated work area, NOT behind the hill. No cars are to exit off of the racetrack off the backstretch during the green flag. Violators will be unable to return to their race and will face a penalty.

I. Green flag indicates the start or restart of racing. It may stay out with minor situations such as a spinout.

J. Yellow flag indicates a minor hazard on the course. Cars should slow down, get single file and not pass cars. Officials may adjust this order after the hazard has been remedied and before returning to green.

K. Red flag indicates a severe hazard on the track that requires stopping the race. All cars must stop and maintain position until approved by track officials. Cars moving around may be asked to leave the racing surface.

L. Black flag notifies a competitor that they are to pull directly into the infield for safety or conduct reasons.

M. White flag indicates there is one lap remaining.

N. Checkered flag indicates the end of an event. Exit the race track off of the back stretch at the opening in the wall.

O. No one will be allowed on the track for any celebration or ceremonies until all racing vehicles have stopped and had their engine shut off. Track personnel will decide when persons shall be released onto the racing surface.

P. All on track conduct such as fighting, hitting cars under the yellow/red, physically/verbally assaulting competitors/officials will not be tolerated. Expect to be immediately removed from

the property plus additional fines and/or suspensions.

Q. If a car is involved in an incident or is stopped anywhere on the track surface (including the infield) and is unable to move, drivers must remain in their cars. Only under conditions that threaten an immediate danger from fire may a driver get out of the car on track during racing conditions. Other than fire, drivers must then wait for directions from track personnel to loosen safety equipment and climb out. Driver will stay with the car until it is ready for removal from the track without approaching the active racing surface or another vehicle. A driver can be removed from participation for violation of this rule.

R. The data gained from the transponders along with serial scoring will be used to make all race results official. Any laps deemed to shortcut the course, completed under the black flag, or car disqualified in tech can be deleted from scoring. Protests of scoring of feature events must be made within 10 minutes after the official posting of results. Protests must be made in writing in the pit office. The scoring booth and flag stand are NOT to be entered by anyone other than designated Circle City officials and/or series officials. Only a driver, or parent of a minor driver, or a car owner affected by the alleged scoring error can lodge protests. Any on-track penalties or judgments made by the officials cannot be protested.

S. Race cars are not permitted anywhere on the grounds outside the pit and race track areas. Race cars should maintain a reasonable speed (approximately 5 mph) while traveling in the pit area, staging lanes and scale area. Excessive speed and/or using a race car in a dangerous manner will not be tolerated.

AFTER COMING OFF THE TRACK

A. Feature post-race tech is required for the top 3 finishers and any selected cars. Not showing up or refusal of tech inspection results in a DQ.

B. When a regular racing program is ended prematurely due to inclement weather, power interruption, etc., participants will be paid full prize money and awarded the related points for every completed event. A specific race will be considered complete if at least 50% of the scheduled laps are run before the race is halted.

C. Any time a car is damaged, the car owner is expected to repair any components that might cause the car to be unsafe for the driver or other drivers. When a car has suffered serious structural damage, the chief steward may remove the car from competition even though the car is operational.

D. Points are awarded only to the driver. The driver who first comes onto the track for a race receives the points/awards

E. Points for feature races is 100 – 97 – 94 – 92 – 90 – 88 – 86 – 84 – 82 – 80 – 78 – 76 – 75 thru field

F. Points for heat races are 30 – 29 – 28 – 27 – 26 – 25 – 24 – 23 – 22 – 21 thru field.

G. Points for qualifying are 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 thru field.

H. Points for a last chance race for the non-transferring drivers is 74, 73, 72, 71, 70, 69, 68, 67, 66, 65-field.

I. A minimum total of 50 hard luck points may be awarded to an event driver who does not reach that total at that event.

J. Disqualified drivers receive no points at all for the night.

K. Ties in the point standings are decided by a driver's best feature finish in that series. If multiple drivers are still tied, we go to the next best finish and so on.

L. To receive points for any race or qualification attempt, the transponder must be activated at the start/finish line thus having the driver's name appearing on the results.

Inspection:

All cars will need to have a Circle City Raceway Inspection sticker. All phases of design and construction are subject to the approval of the Technical Director. The Chief Steward and the Technical Director may exclude any car, design or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules contained herein.

Any component used in the construction or assembly of the chassis and/or accessories, if constructed of carbon fiber material, must be approved for use by the Technical Director prior to entering a competition.

Dimensions and Weight:

A. The wheelbase must be at least 83 inches and no more than 90 inches. Centerline rear axle to front king pin center line

B. The overall length will be limited to a maximum of 14 feet.

C. Outside of the right rear wheel, the outside bead seat cannot exceed 46 inches from the centerline of the rear axle center section.

D. The right front tire cannot be farther out than the right rear tire when the right rear wheel is set at maximum offset (as measured straight line along outside RR to outside RF). Overall width is not limited.

E. All cars must weigh a minimum of 1,375 lbs., including driver.

F. Additional bolt-on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails, front and rear axles and no higher than mid rails at cockpit. All weight must be mounted within the confines of the frame. No weight may be added during a yellow or red flag.

Car Construction and Body:

A. All cars shall be rear drive only.

B. Only torque tube type drivelines, utilizing only one u-joint, will be allowed. The torque tube must be bolted directly to the face of the rear axle center section without any interruptions; the torque tube must be one solid piece. All cars must be equipped with a drive shaft restraining hoop or strap securely attached to the chassis, minimum hoop material is 1 inch x.065 steel tubing. A driveline containment system utilizing steel shield bolted to the engine plate or containment blanket to cover torque ball and u-joint is highly recommended.

C. Radius rods may not be attached within the confines of the cockpit. All radius rods must be

one piece, no spring rods or shock dampers.

D. The driver shall be seated directly behind the engine; centerline of top of seat at the driver's helmet can be no more than one (1") inch off centerline of roll cage.

E. Only standard type Sprint Car bodies, tail tanks and hoods will be permitted.

F. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.

G. Any item added to resemble, imitate and/or specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect engine and brake system will not be permitted.

H. All cars required to run a full sprint-type hood. Side panels covering the sides of the engine and/or vertical spill plates may not extend vertically more than 1 (one) inch higher than any part of the hood covering the engine bay behind the front engine mount.

I. Radius rod protectors will be permitted. Vertical opening ten (10) inches in height by twenty-four (24) inches long and extend no more than four (4) inches from outside edge of lower frame rail.

J. Right side cockpit panels must have a minimum opening of one hundred (100) Square inches. Panels that restrict drivers' vision at the discretion of race officials will not be permitted.

K. Left side cockpit panels may be thirty-four (34) inches high as measured from the bottom of main frame tubes at the engine plate and projected rearward twenty-one (21) inches.

L. An effective firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.

M. The motor plate may not be made from carbon fiber, or any type of composite materials.

N. All paneling must not extend past the edge of frame rails more than thickness of panel material.

O. One (1) inch turnout allowed on all body and sail panel edges, except sun visor.

P. Sun visors must not extend forward more than Nine (9) inches from the front of the forward most edge of the roll cage/halo tube and may not be wider than the width of the roll cage; sun visors must be flat on both sides. For fan recognition, all teams are encouraged to place the drivers' name on their visors in large letters.

Q. Airfoils, wings, spoilers, or other aerodynamic appendages will not be permitted. The Chief Steward or the Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.

R. Water radiators, oil coolers, battery and any remote engine accessory, must be within the confines of the main frame tubes located between front axle and rear engine mounting plate.

S. Panels attached to nerf bars will not be permitted.

T. Rear view mirrors are not permitted.

Roll Cage and Chassis:

A. All cars must have a roll cage, which is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat. The roll cage should extend four (4) inches above the driver's helmet when seated in the driving position.

B. The following are the minimum frame/chassis material requirements. Must be constructed of 4130 normalized tubing or equivalent:

TOP RAILS 1 1/2" x .095"

BOTTOM RAILS 1 3/8 x .083"

ROLL CAGE UPRIGHTS 1 3/8" x .083"

ROLL CAGE CROSSMEMBER 1 1/2" x .095"

UPPER RAILS 1 3/8" X .083"

REAR END SAFETY BAR HIGHLY SUGGESTED 1" x .083"

C. Maximum width of main frame tubes 29 1/2 inches.

Fuel System:

A. A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a tail tank and fuel cell/bladder meeting the requirements of USAC and the SFI Specification 28.2.

B. All tanks must have a minimum of four mounts to the chassis.

C. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder. Exception is a secondary mount attached to the top plate to prevent the fuel tank from separating from the chassis in the event of a failure of the primary mounts.

D. Fuel shut off valve within drivers reach mandatory.

Bumpers / Nerf Bars:

A. The car must be equipped with a rear bumper at all times.

B. Front and rear bumpers and nerf bars must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum of 1.0-inch O.D. and 0.065-inch wall thickness.

C. All cars must have a tubular front bumper extending no more than 23 inches from the leading edge of front axle and 8" inches from frame. Bumpers must be constructed so as not to cause a safety hazard.

D. Nerf bars cannot extend beyond the outside edge of the tire at any time.

Steering and Suspension:

A. Removable steering wheels incorporating a quick release mechanism conforming to SFI

Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.

B. No rack & pinion steering allowed.

C. Welded aluminum or titanium suspension parts prohibited for the exception of Jacobs ladder (watts link).

D. Drag link strap mandatory.

E. Drag links and tie rods to be constructed of 4130 or magnetic steel 1.0-inch O.D. and 0.58-inch wall thickness with no swedging of ends. Magnetic heim joints (rod ends) mandatory on drag link and tie rod.

F. No electronic weight, shock, sway bar or any suspension item adjuster.

G. Independent suspension is not permitted.

H. Only Front axles made of magnetic steel will be permitted. The minimum sizes permitted will be 2"x .156, 2 1/4" x .120, 2 3/8" or greater x .095.

I. Front axle tether systems are mandatory. (2) chassis and (1) king pin to king pin.

Wheels:

A. Plastic and/or carbon fiber wheels are not permitted.

B. The wheel diameter must be fifteen (15) inches.

C. Front wheel(s) width is limited to ten (10) inches.

D. The wheel width for driven wheels is limited to a maximum of eighteen (18) inches on the right rear and a maximum of fifteen (15) inches on the left rear.

E. An approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.

F. All wheels and wheel centers are subject to the approval.

G. All bolts are mandatory in Bead lock and wheel centers.

H. Digital bleeders are allowed. Air may not be introduced to the tire. Bleeders may not be controlled remotely.

I. Any wheel cover dislodging under racing conditions will be subject to a fine. No specifications will be mandatory as to how wheel covers are attached unless dictated otherwise.

Tires:

A. Hoosier 105/16-15 MEDIUM, 105/18- Hard and F-85A are the only approved right rear tires.

B. Must utilize Hoosier tires on all four corners.

C. Any solvents or chemicals applied in any way to a tire that alter the chemical makeup of the compound or have the effect of altering tire durometer or construction is prohibited. Any tire can be confiscated at any time. Penalties from a tire found to deviate from the original factory benchmark specifications are as follows:

-First Offense-Entrant/Driver 1 race suspension, loss of points and forfeit purse for that event, \$500.00 fine.

-Second Offense-Entrant/Driver 1 year suspension, loss of points and forfeit purse for that event, \$1,000.00 fine

D. Tire Protest is \$500.00 fee to be paid to competition director before an event. If tire sample is found illegal, protest fee is returned. If tire sample is found legal, the protested entrant will receive a new tire replacement.

Throttle:

A. A minimum of two (2) return springs must be connected to the throttle.

B. If the throttle actuating mechanisms is the cable type, the cable must be encased.

Brakes:

A. Carbon fiber or carbon composite brake discs or components are not allowed.

B. If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.

Engine Size Limits:

A. Any engines not covered by the following specifications must be submitted to and approved by the Technical Director prior to entering a competition.

B. Only small block V-8 engines with cam in the block and maximum 410.00 cubic inches.

C. Engine block and cylinder heads must be machined from steel or cast aluminum.

D. Two (2) valves and one (1) spark plug per cylinder.

E. Cylinder heads must retain traditional valve pattern. Rotation of valves not permitted.

F. No titanium crankshafts, connecting rods and/or rod caps.

G. Only normally aspirated engines will be permitted. No Turbo chargers, super chargers and/or forced induction.

H. 16 fuel nozzles maximum, two (2) per cylinder. One (1) located in cylinder head and/or one (1) in injector manifold.

I. Only mechanical fuel injection systems allowed.

J. Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted.

K. Oil pan must have inspection plug. Plug to be a -12AN fitting or 1.00"inch inspection plug. No plug may remove pan.

A4MP Alternative 410 Motor:

A. The A4MP Alternative 410 Motor Program is legal for use in all Circle City Raceway events. The rules and specifications for this engine program are available at:

Fuel:

- A. Pure Methanol is the only approved fuel.
- B. All fuel is subject to testing at any time. Any fuel that does not conform to CCR standards, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

Ignitions and Electronic Equipment:

- A. All cars must be equipped with one (1) ignition switch or emergency shut off located within easy reach of the driver.
- B. Electronically controlled fuel injection systems shall not be permitted.
- C. Only magneto type ignitions will be permitted. A single crank-trigger type system as back up ignition system will be permitted. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dash within drivers reach.
- D. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by officials at any time. The maximum penalty for utilizing traction control is a one-year suspension from competition and loss of all points earned for the season.
- E. The use of any data collection device is not permitted.
- F. Electronic ignition is not permitted; exception A4MP Motor Program.
- G. Tachometer with water temperature and oil pressure collection capability are the only item approved for use to collect/record data. Specific device approval is at the discretion of chief steward.
- H. Multiple coil pack ignitions not permitted; exception A4MP Motor Program.

Exhaust / Mufflers:

- A. The car may be required to have mufflers if local conditions warrant. At this time, this is not the case. The technical director may disallow a muffler that in their opinion is not within the spirit or intent of this rule.

Safety Equipment:

- A. Approved aluminum and composite seats may be used, no fiberglass. Seats must be mounted with minimum of 4 bolts 5/16 diameter. Seats must be installed and used in accordance with manufacturer's instructions. Approved full containment seats are required.
- B. It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch.
- C. Seat belts must meet SFI 16.5 or SFI 16.1, be within manufacturer expiration label. (must have label). Seat belts must be installed and used in accordance with manufacturer's instructions.
- D. Helmets - All participating drivers must wear safety helmets designed specifically for auto

racing that meet or exceeds the SA 2005 or SA 2010 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative.

E. Uniforms - All drivers must wear fire resistant underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that you also wear a fire-resistant head sock and/or helmet skirt. Recommended all above items meet SFI Foundation Specifications 3.2A and 3.3.

F. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.

G. Roll cage nets will not be required with full containment seats.

H. Roll Cage Padding conforming to SFI specification 45.1 is Highly recommended with full containment seat.

I. A SFI approved head and neck restraint system is highly recommended.

J. One way radio mandatory, (Racing Electronics Switchr, Sololl, or Sololll- Frequency _____), as two-way radio communications will not be allowed.

K. Wi-Fi, cellular, or satellite device (including cell phones and smart watches) in or attached to the race vehicle or the driver will not be permitted.

L. All forms of vehicle position system (GPS) will not be permitted.