

USCS Sprint Car Rules

USCS SPRINT CAR RULES AND REGULATIONS

Updated as of January 31, 2014

1. The Rules and/or Regulations set forth herein do not express or imply warranty of safety, from publication of, or compliance with these Rules and/or Regulations. They are intended as a guideline for the conduct of the United Sprint Car Series, and are in no way a guarantee against injury to participants.
2. These Rules and/or Regulations will apply to all United Sprint Car Series sanctioned events.
3. United Sprint Car Series Officials shall have full authority over said sanctioned events, and in the event of any dispute, the Head Official's decision will be final.
4. All are subject to be inspected by the United Sprint Car Series Technical Inspectors at any time during the event.
5. The United Sprint Car Series reserves the Right to alter or amend these Rules and/or Regulations in the interests of fair competition.
6. The Rules and Regulations for the United Sprint Car Series have been sanctioned and approved by the United Sprint Car Series, 175 Antebellum Way, Fayetteville, GA 30215. available online at www.uscsracing.com

I. SPONSOR DECALS: Decal requirements

- A. All participants must display required decals as prescribed by USCS to be allowed to compete.
- B. Contingency sponsors: To be eligible for contingency sponsorships participant must follow the requirements of each company i.e. decals, patches, product, etc. These requirements will be provided.

II. RADIO COMMUNICATION: RACEceivers, Etc. – Each USCS participant will be required to use a RACEceiver one way radio communication device (available from USCS) to receive communication from the USCS Race Director during all events. Events include the hot laps, time trials, heat races, Consolation/last chance features and the A-Main event. Generally, the driver should have his RACEceiver installed and tuned in to the designated frequency with the volume turned up to receive communications at any time they have their helmet on and are prepared to compete. This would include the times during line-up and the running of the event and until returning to their own pit space.

III. WEIGHT RULE:

- A. Dirt Weight Rule Option #1: Legal USCS cars must weigh 1,300 pounds without driver or any of his personal safety equipment after the race.
- B. Dirt Weight Rule Option #2: USCS cars/drivers may choose to weigh the car and driver after the race, but car and driver with their personal safety equipment must weight a minimum of 1,465 pounds after the race.

C. Any ballast weight must be securely fastened to the race car and painted white to the satisfaction of the series tech inspector.

IV. TIRES:

A. Hoosier Racing Tires must be on the front and rear of the race car for all USCS-sanctioned dirt events after the first six races of the 2013 season.

B. Dirt Tires:

1. Right Rear: Hoosier 105"x16"x15" - MEDIUM compound or the 105"x18"x15" HARD.
2. Left Rear: Any Hoosier sprint car tires only. 3. Front Tires: Any Hoosier 84"x 8.0" x15" sprint car tires.

****NOTE:** After the first six races of the 2013 season Hoosier tires will be required on all four corners.

C. Asphalt Tires:

1. Right Rear: Hoosier 17"x28"x15" 2045, 2048, 2049, 2050, 2053, M40 or M50 compound. tire.
2. Left Rear: Hoosier 2030 and M30 compounds.
3. Right Front: Hoosier 2045 and M45 compounds.
4. Left Front Hoosier 2010 or M10 or a harder compound tire is legal in that position.
5. All cars must utilize the same right rear tire for the feature race during a particular event that they use to time trial on for that event. Tires will be marked by USCS Officials prior to time trials. In the event a right rear tire must be changed due to a wreck or flat tire before completion of the A-Main event the car must start/re-start at the tail of the lineup.

V. WHEELS:

A. Right Rear: Maximum width 18"

B. Left Rear: Maximum width 15"

C. Front: Maximum width 10"

VI. WHEEL OFFSETS and WHEELBASE RULES:

A. (Asphalt Only Rule) The outermost point of the right-rear tire may not be MORE THAN 44" from the center of the rear end.

B. Wheelbase Rule: The wheelbase measurement from front axle center to rear axle center may not be less than 84 inches or more than 92 inches.

VII. WINGS AND FRONT BUMPER:

A. Top Wing: 25 square feet Maximum with 2.5" maximum dip measured in front of wickerbill turnup (Maximum 1" wickerbill turnup at rear of top wing). Hydraulic sliders allowed. For safety, the Top Wing may not be mounted so as to extend outside of the left-rear tire. Side panels may be no more than 72" long by 30" tall.

B. Front Wing: Maximum 2'x3' (6 square foot) front wing is optional. The leading most point of the front wing, or any other component of the car may not extend past the front bumper. See front bumper rule below. Side panels may be no more than 26" long by 12" on the front wing .

C. Front Bumper Rule : Front Bumpers may not extend beyond 23" from the front edge of the front axle tube!

VIII. CHASSIS ADJUSTMENTS:

A. No electronically controlled, computer controlled, driver adjustable mechanically controlled or hydraulically controlled traction or weight adjusting devices allowed!

B. No shock adjusters from inside the driver's compartment allowed!

C. No on board computers or telemetry sending devices allowed.

D. No two way driver radios or communications devices allowed (unless USCS mandated).

E. Penalty for any non-allowed devices is DISQUALIFICATION!

IX. FRAMES AND BODIES (Recommended tubing wall thickness and tubing sizes):

A. Top roll cage rail or halo should be a minimum diameter of 1-3/8 inch with at least .095 inch thick 4130 chrome moly round tubing.

B. All four driver roll cage uprights should be a minimum of 1-3/8 inch material with a minimum thickness of no less than .083 inch round 4130 chrome moly tubing.

C. All roll cage cross members should be 1-3/8 inch material with at least .083 inch wall thickness 4130 chrome moly tubing.

D. Body panels may not extend beyond the frame rails any where on the car except at the nose of the car. The body panels at the nose may not go beyond the front bumper or below the bottom frame rails.

E. The side or hood and nose body panel widths may not extend beyond the width of the chassis/frame except for the driver's arm/elbow clearance at the cockpit. No turnouts on the body side panels are allowed to gain aerodynamic advantage.

F. No side panel height may extend beyond the top of the hood except for a maximum of a 2" lip, which is allowed for body fastening.

G. No side pods or nerf bar style side panels are allowed. No wheel enclosures or aerodynamic body panel attachments or fixtures may extended beyond the frame width.

H. The driver's right side opening must be a minimum 10" vertical opening at any point and a minimum 21" horizontal opening at any point.

I. No rear body ad panels or sail panels may extend beyond the main rear roll cage down bar and panels must be within the confines of the USCS template size. See Illustration at back of rulebook .

J. Rear ad or sail panels may not extend rearward past a point measured 18 inches behind the rear axle center and 18 degrees from perpendicular to the ground toward the front of the car. (See illustration attached at back of rulebook)

X. SPECIAL ASPHALT CHASSIS, ENGINE AND WEIGHT RULES:

A. Motor configuration and cylinder head option chosen will determine the legal weight at ASPHALT events.

1. Cars with USCS Dirt Series legal motors must weigh 1,300 pounds without the driver or must weigh 1,465 pounds with the driver and all their safety equipment.

2. Cars with 23 degree cylinder heads that do not meet USCS Dirt Series rules under one of the options allowed may run Asphalt Series events, but must weigh 1,400 pounds without the driver or may weight 1565 pounds with the driver and all of their safety equipment.

3. Ford and Chrysler (Mopar) engines may use the Brodix ACSC SPEC head and run at the same weight and injector specs as a Chevrolet at Asphalt Series events, or those motors may run non Brodix Spec heads, but must weigh an extra 30 pounds (subject to competitive adjustment at anytime), and must run maximum 2.100 inch injector stacks for at least three inches.

B. No offset cars allowed

C. Motor must be in center of the frame, and in front of the driver.

D. No independent suspension (Front or Rear).

E. Any ballast weight must be securely fastened to the race car to the satisfaction of the series tech inspector and painted white.

XI. ENGINE RULES: Penalty for illegal parts or violation of engine specifications is DISQUALIFICATION!.

A. USCS engine (motor) rules are similar to ACSC, ESS, NRA, URC, and SOD. Steel block only. 360 CUBIC INCH MAXIMUM (+ OR - 1%).

B. HEADS:

1. AIRFLOW RESEARCH USCS 360 cubic inch SPEC heads or BRODIX ASCS Legal 11X heads are legal for Chevrolets. Airflow Research USCS 360 SPEC heads may not be altered from factory box stock in any way in the intake or exhaust runners. Clearance work in the combustion chambers for piston domes etc. is okay, but no porting or polishing may extend past the valve seat ring into the runners.

2. ASCS Spec Heads: Brodix heads part # 27-211, #27223, and #27-222 with ASCS stamp may not have any performance-enhancing alterations in any way.

Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters.

Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original "ASCS" logo is not affected or port shape is not altered substantially.

Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the AFR 360 spec or ASCS spec head or on any other head.

3. Ford and Chrysler (Mopar) engines may use Brodix ASCS 360 SPEC head, and run at same weight and injector spec as Chevrolet, or those motors may run non Brodix spec heads, but must weigh an extra 30 pounds (SUBJECT TO ADJUSTMENT) and must run maximum 2.100 inch injector stacks for at least three inches.

4. EXCEPTION:

A. Chevy engines with 23 degree heads (other than those listed above) may run without restrictor gaskets at USCS Asphalt Series events if the car weighs 1,400 pounds less the driver and his safety equipment, or if the car and driver weighs 1,565 pounds with all their safety equipment.

B. Ford and Chrysler (Mopar) engines may use the Brodix ACSC SPEC head and run at the same weight and injector specs as Chevrolet, or those motors may run non Brodix Spec heads, but weigh an extra 30 pounds (subject to adjustment), and must run maximum 2.100 inch injector stacks for at least three inches.

C. Any ballast weight must be securely fastened to the race car to the satisfaction of the series tech inspector and painted white.

D. FUEL INJECTORS:

1. MAXIMUM SIZE is 2-3/16" Larger injectors may be used, but must be restricted to 2-3/16" FOR AT LEAST 3". No single port, single plain intake may be used.
2. MUST BE normal 8 port injection! Maximum two nozzles per cylinder. No down nozzles!
3. ANY NON-SPEC HEAD MOTOR OTHER THAN CHEVROLET MUST RUN MAXIMUM 2.10 INCH SIZE RAM TUBE AT LEAST 3 INCHES.

E. FUEL:

1. METHANOL ONLY! No additives, etc.
2. Fuel may be checked at any time!

F. MUFFLERS:

1. Schoenfeld #112535 Mufflers are the only legal mufflers to be used when mufflers are required at selected events. These events will be announced by USCS officials in advance of the event and may be noted on the schedule.
2. Mufflers must be securely fastened to the race car to the satisfaction of the series tech inspector and must not come off.
3. Any muffler that falls off a race car on the race track at any time will result in a \$50 fine, and a loss of 25 points.

XII. SAFETY EQUIPMENT:

A. All cars MUST HAVE A 1/8" or bigger safety pin or bolt on each rear wheel outside of wheel nut before going onto the track!

B. FUEL TANK BLADDER REQUIRED!

C. DRIVE LINE SAFETY:

1. Cars MUST HAVE Torque Tube restraining loop or strap. NO OPEN DRIVE LINES!

D. SEAT BELTS:

1. Drivers required to use minimum five-point safety harness assembly.
2. Suggested to be not over two-years-old.

E. DRIVERS SUITS: MANDATORY - It is suggested that the drivers suit be at least two layer, and rated at least SFI 3.5.

F. GLOVES: Driver MUST WEAR approved Nomex driving gloves.

G. HELMET:

1. Driver **MUST WEAR** full coverage helmet that must meet or exceed Snell 95 rating.
2. Head and Neck Restraint Systems or Neck Collars are **HIGHLY RECOMMENDED** .

H. ARM RESTRAINT SYSTEM: Driver **MUST USE** arm restraint system.

I. **ROLL BAR PADDING:** Roll bar padding is suggested from front to rear of roll cage side rails. It is also suggested that padding be installed in any area close to drivers head on the roll cage in the halo area.

J. **DEBRIS SCREEN:** All cars must have an 1/8 inch wire debris/rock screen in the front roll cage opening covering the entire opening.

K. **WINDOW NETS:** Highly recommended. Cars should have a window net properly installed in the right side cage opening.

L. **HEADREST:** A headrest on the right side of the seat is **RECOMMENDED!**

XIII. RACE FORMATS

A. SIGN-IN:

1. Each driver must sign-in during the designated times before the driver's meeting at each event to draw for a qualifying spot or a heat race starting position. Drivers that fail to register during this time will be penalized to the end of the qualification line, or to the tail of a heat race.
2. Each driver must pay their entry fee at the sign-in. Entry Fees will be approximately 1% of first place for members and approximately 1 ½ % of first place for NON Members. Generally the fees will be \$20 for members and \$30 for non-USCS Members.
3. Each driver will also provide any information to the series P.R. personnel regarding equipment (car number/chassis/engine builder), team personnel (driver name/hometown/crew chief/car owner), and sponsors, or any changes in appropriate information.
4. All drivers must fill out a driver/car owner information sheet to series officials at sign-in with contact and tax information, or inform series officials of any changes if they have previously filled out a driver information form.
5. **PAYOUT:** Normally payout of purse monies and contingency awards is made following post-race technical inspection and any scoring review. However, circumstances may arise that could delay payout until the next day at a series event, or the next Monday when the payout will be mailed to competitors.

B. DRIVERS MEETING:

1. The Drivers Meeting will be at the USCS Sign-In Trailer unless designated otherwise.
2. **ALL** drivers must **ALWAYS** attend the Drivers Meeting, as important announcements concerning the event, its format, and procedures will be given.

C. QUALIFYING:

1. If the race format requires time trial qualifying, each driver must be in the proper order in which they drew at the sign-in. The qualification order will be posted at the drivers meeting. The penalty for failure to be in the proper order will be forfeiture of one qualification lap at the end of the line.
2. Each driver will receive only ONE opportunity to qualify, and that opportunity begins when the car is pushed off to qualify in the staging lane.
3. Each driver will have two consecutive qualification laps. Depending on the layout of the race track, there could be one warm-up lap, or the driver may take the green the first time past the flagstand. This will be announced at the drivers meeting. Once the green flag is displayed, that begins the driver's two-lap qualification run. The next lap the white flag will be displayed, followed by the checkered flag on the next lap. After the checkered flag, the driver must slow down and proceed to the designated area announced in the drivers meeting. Failure to do so, and if the driver takes an extra lap, he could forfeit his qualification time.
4. The only instance a driver may come back later for another qualification attempt is if there is a timing equipment failure, or track conditions deem so. A series official will notify the driver if one lap or two laps is needed.

D. HEAT RACES:

1. Heat races may be lined up by the draw at sign-in or by time trials.
2. Car count will determine the number of heat races.
3. Lap distances will be announced at the drivers meeting.

E. TIME TRIAL HEAT RACE FORMAT:

1. After qualifications, the heat races will be lined up by time, staggered and the top four thru six cars depending on car count and the number of heat races will be inverted by time.
2. In a two heat race format, the top six finishers in each heat will get their times back for the feature line-up.
3. In a three heat race format, the top five finishers in each heat will get their times back for the feature line-up.
4. In a four heat race format, the top four finishers in each heat will get their times back for the feature line-up.
5. In a five heat race format, the top three finishers in each heat will get their times back for the feature line-up.
6. The winner of the first heat will draw for the A-Main starting inversion. In a two or four heat format the draw will invert 0, 4, 6 or 8 cars. In a three heat format the draw to invert will be for 0, 3, 6, or 9. In a five heat race format the draw to invert will be for 0,4, 6, 8, or 10 cars inverted.

F. ONE-DAY DIRT TRACK HEAT RACE FORMAT:

1. Unless announced otherwise, one day Dirt track races will be lined up by the draw. After the draw is completed, cars will be lined up with the #1 draw or lowest drawn number on the pole of the first heat, the #2 draw on the pole of the second heat, etc.

A. Passing points from the USCS passing points system will be awarded in the USCS Sprint Car Heat races. Those passing points will determine the starting positions in the A-Main/Feature race. A Pole Award drawing for possible inversion of the first three rows in the A-Main will invert either 0, 4 or 6 cars. Depending on the number drawn by the announced and designated driver to draw. (Either the first heat race winner or highest driver on passing points.)

B. The top cars (number to be announced in the driver's meeting) from Heat race passing points will start in the A-Main in

their earned positions after the Pole Award (inversion) drawing.

C. If a consolation/last chance race(s) is needed, the top number of finishers from the consolation/last chance race(s) will be added to the A-Main/feature race starting positions plus announced provisional(s).

G. CONSOLATION RACE:

1. If a consolation/last chance race is needed, cars failing to transfer to the A-Main will line up for the consolation race, staggered by their passing points position in the field after their heat race.
2. Lap distances will be announced at the drivers meeting.
3. Depending on the number of cars transferred to the main event through the heat races, the top finishers filling in the A-Main/feature race through the final starting position will be transferred out of the consolation race.

H. PROVISIONALS:

1. The last starting position in each A-Main event will go to the highest driver in the current USCS Top 10 National Points Provisional Starting Position if needed.
2. The driver that is highest in the Top 10 of the USCS National Point Standing COMING INTO THE EVENT that fails to transfer into the feature race will be eligible for the final starting position in the field. Each driver will have eight provisionals available for the season, but will be rewarded with a bonus provisional for each eight consecutive events with perfect attendance at National events

I. FEATURE RACE:

1. Lap distance will be announced at the drivers meeting and depends on track size and condition.
2. Series officials will inform the drivers as to the split for the four-wide "Salute To The Fans" formation.
3. Feature is considered official when one-lap past the halfway mark has been completed should the feature have to be stopped, for whatever reason, before the designated number of laps have been completed.
4. USCS Officials reserve the right to shorten the length of time trial, heat race, consolation or feature events at any time if circumstances make it necessary.

J. TWO-DAY FORMATS: Asphalt and Dirt: To Be Announced.

XIV. RACE PROCEDURES:

A. STARTS:

1. All cars must be in their designated starting spot, and once the scorers are satisfied that the cars are properly lined-up, the flagman and the front straightaway official will signal one-to-go before the green, drivers will be notified via RACEceiver communication, and track lights will be turned off.
2. The two front row cars should be SIDE-BY-SIDE in turn three, and set a STEADY AND EVEN PACE to the designated starting spot that will be announced at the drivers meeting.
3. Should either of the front row cars jump the start of the race, they will receive a warning from the front straightaway official. Should the same driver jump the start a second time, that driver will be PENALIZED ONE ROW for the restart.

B. CAUTION FLAGS:

1. When the caution flag is displayed and the yellow caution light is turned on, stop racing, slow down, and hold your position.
2. Should the restart line-up need to be adjusted due to going back to the last completed lap before the caution flag came out, series officials will direct you to where you need to be with either hand signals and/or a chalk board, and by RACEceiver communication.
3. If you are not sure you are in the right place for the restart, PULL TO THE LEFT of the car you think you should be in front of, and wait for the directions of the series officials.
4. A driver not in line during the caution period will be notified a maximum of three times as to where they go in the restart order. If you fail to be in your proper position by the one-to-go signal, your car will be black flagged, and will not be scored for the remainder of the race.
5. A car in the pits and/or in the infield will not be permitted to restart after the one-to-go signal has been given. The car may restart during the next caution period.

C. RED FLAGS:

1. When the Red Flag comes out, and the Red Light comes on, stop racing and COME TO A STOP AS SOON AS POSSIBLE IN A SAFE MANNER!
2. The penalty for failure to come to a stop as soon as possible in a safe manner when the red flag comes out is to the rear of the field for the restart.
3. OPEN RED FLAG CONDITION:
 - A. Crew members may come on to the racing surface after all cars have come to a complete stop and notification is given by series officials that an open red flag condition exists.
 - B. Crew may perform any mechanical duties during an open red flag period, WITH THE EXCEPTION OF REMOVING ANY TIRES OR WHEELS!
 - C. Crews on the track during an Open Red Flag will be given a One Minute Warning to clear the track. Failure to clear the track during this time will result in their car going to the rear for the restart.

4. CLOSED RED FLAG CONDITION:

- A. No crew members may come on the race track during a closed red flag condition.

D. SINGLE-FILE RESTARTS:

1. When the scorers have determined the restart is correct, the one-to-go signal will be given one of two ways, so driver MUST PAY ATTENTION!

A. The flagman and the front straightaway official will give the one-to-go signal, RACEceiver communication will be given, and the track lights will be turned off.

B. The flagman may "flash" the yellow light, and RACEceiver info will be given while the field is rolling down the backstretch, which means be ready for the green flag coming off turn four!

2. The leader of the race restarts the field by accelerating off TURN FOUR. If the leader fires before turn four, that will be considered a restart violation and the appropriate penalty will be assessed.

3. There will be a cone placed on the track at or near the start/finish line for a single-file restart. NO PASSING CAN OCCUR UNTIL THE CARS ARE PAST THE CONE! If anyone passes before the cone, hits the cone, or drives inside the cone, it is considered a restart violation.

4. A single-file restart violation will result in the offending driver being penalized two positions per infraction on the next caution flag, or if there is not a caution flag before the end of the race, the penalty will be assessed after the race.

E. TWO CAUTION/PUSH-OFF RULE:

1. If a driver is involved in bringing out the caution flag on two occasions or stops on the track twice during an event, the car will be parked for the remainder of the event unless an announcement is made otherwise in the pre-race driver's meeting.

2. If a car requires a second push-off before the field goes green for an event, it will be penalized to the tail of the field for the start.

3. The only exception for a second push-off in any event will be for safety purposes at the discretion of series officials.

XV. PENALTIES:

A. Under Green Flag or Caution Flag conditions, the series director reserves the right to invoke penalties and/or suspensions of any driver whose actions are deemed to be overly aggressive, or fall into the category of rough driving.

B. Drivers will be notified of penalties that have been levied by the series director. All decisions shall be final.

C. Note: This rule is not intended to eliminate competition or accidental contact; however, is intended that deliberate contact and/or over-driving, will be penalized.

D. Any competitor that verbally abuses a series official by using profane and/or disrespectful language is subject to a fine of a minimum of \$200 for the first offense. After the parties first offense appropriate disciplinary actions will be taken as deemed necessary and appropriate related to the offense.

E. ANY physical confrontation, either on the race track or in the pit area will result in the aggressor or aggressors being fined and appropriate disciplinary actions taken as deemed necessary and appropriate related to the offense.

F. Any driver who enters another driver's pit area will be deemed the aggressor. Away from either drivers' pit area, both drivers will be considered aggressors. Drivers should be aware that they will be held responsible for any members of their race team, and the above penalties will apply even if the driver concerned is not directly involved.

G. Any incidents that occur during the last five events of the season could result in penalties being applied at the beginning of the following season.

H. Any incidents that are judged to be deliberate acts of aggression, whether on or off the track, under green or caution, will result in disqualification.

I. Series officials reserve the right to increase the above penalties, depending on the severity of the incident.

XV. TIME:

ALL DRIVERS PLEASE NOTE: All events will be conducted according to schedule in a timely manner. Main feature events will be started by 10:00 p.m. whenever possible. Schedules will be posted in the Pits, as will Line-ups, and Qualification Orders. It is your responsibility to adjust your work load accordingly, and be ready when called.

XVI. WEIGH-IN:

A. Series officials reserve the right to weigh any car at any time during an event.

B. Heat Race and Consolation Race winners and as many as are instructed to will proceed directly to the scales to be weighed immediately after the event has been completed. **DO NOT GO TO YOUR PIT AREA FIRST!** This will result in a disqualification.

C. The top five finishers in the feature event will proceed directly to the scales to be weighed immediately after the event has been completed. **DO NOT GO TO YOUR PIT AREA FIRST!** This will result in a disqualification.

XVII. TECHNICAL INSPECTION:

A. Series officials reserve the right to tech any car at any time during an event.

B. All cars will be visually inspected by series technical officials before hot laps.

C. A minimum of the top three finishers in the feature event will be inspected by series technical officials immediately after the feature event. More may be advised to do so.

XVIII. PENALTIES AND PROTESTS:

1A. To file a protest the driver (only of the protesting car) must bring the designated amount of money and write down the car number and category/reason for the protest category on a piece of paper to the chief USCS Race Director within 10 minutes after the finish of the A-main event race.

A driver who is qualified to protest a car may only be able to protest a car in the top five finishing positions of the main event on that day or night. The protesting driver must have completed that same main event in the top five finishing positions and be on the lead lap at the end of the race. The protesting driver must have also finished the main event behind the car they are protesting. The protesting driver must be in the top fifteen in the point standings in either a USCS National or Regional Series.

Note: USCS Officials will make all decisions as to tech procedures. Decisions made by USCS Technical and Race Officials after any tech procedure deemed necessary will be FINAL.

A. Engine tear down = \$1000.00 USCS retains \$200 as protest fee

B. Fuel Test = \$500 USCS retains \$100 as protest fee

C. Other technical items = \$250 USCS retains \$100 as protest fee

D. Penalty for Illegal Engine Parts, Fuel or other Technical items not addressed elsewhere in the USCS Rulebook is DISQUALIFICATION with loss of all monies and points to be awarded at that event.

XVIII. POINTS: NATIONAL AND REGIONAL EVENTS

A. Each car that enters an event and makes an honest attempt to compete will receive 100 Show-up Points.

B. Each car that starts and the USCS Sprint Car Dash race will receive points as follows; 1st place=10, 2nd place=9, 3rd place=8, 4th place=7, 5th place=6, 6th place=5 points. In the event more than six cars are included in the Dash, points will be awarded as follows; 7th place=4, 8th place=3, 9th place=2 and 10th place=1 point.

C. Feature Race Points will be awarded as follows: 50, 48, 46, 44, 42 etc. dropping by 2 points per position through last place.

Note: If in the rare instance that more than one National and regional event is held on the same day in separate locations, both events will award all entrants who make an honest attempt to race 100 National show-up points only.

XIX. DRIVER CHANGES AND SUBSTITUTIONS:

A driver may not use a back-up or second car from his race team once he has entered the first car.

A driver may drive another competitor's car that is already entered in the event, and start the next event from the last starting position. The driver that gives up his ride will retain all points accumulated up to that point in the event. A driver may not switch cars during an event, or after the event is pushed off.

It is the driver's responsibility to notify series officials of any changes so that prize money and/or points may be correctly awarded.

XX. ATTENTION ALL OWNERS AND DRIVERS:

Please remember that we are here because of the fans, promoters and the sponsors. If they don't benefit we won't. While we understand that this competition involves substantial financial stakes, there is no excuse for bad or unruly behavior, which would tend to bring the Series into disrepute.

In the event of any felony conviction of a driver, team member or team sponsor, the disciplinary action shall be a minimum 12 month ban from the series beginning with the date of the conviction, or, the date of the completion of any incarceration subsequent to said conviction, whichever date shall last occur.

Disciplinary action may also include, but is not limited to, the right of the series organizers and officials to suspend either temporarily, or permanently, any driver, team member or team sponsor, whose actions, in the sole opinion and discretion of the series organizers and officials, may have resulted in, or may result in, harm or detriment to the United Sprint Car Series.

The series organizers and officials also reserve the right to request the removal of any derogatory or distasteful statements on any race car, trailer or transporter. Failure to comply with this request for removal may result in

disqualification from some or all of the United Sprint Car Series events.

The decisions made, and the disciplinary actions taken, by the series organizers and officials hereunder shall not be appealed by the driver, team member or team sponsor affected thereby.

PLEASE NOTE: By entering, qualifying and/or racing in a United Sprint Car Series event, you are accepting these rules and regulations as being those under which you are prepared to race. Any driver entering and competing in a United Sprint Car Series event acknowledges and accepts the following: The United Sprint Car Series and its assigns may use the drivers names, pictures, likeness, and performances in any way, medium, or material; Including without limitation by and through, television, radio, air wave: cable and satellite broadcasts, film productions, videotape reproductions, audiotape reproductions, transmissions over the Internet, and public and private on-line services authorized by the United Sprint Car Series and the like, before, during and after the event, for promoting, advertising, recording or reporting in the event or any other United Sprint Car Series sanctioned event, and due hereby relinquish all rights there to for these purposes, provided however, that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

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