

USCS SPRINT CAR RULES AND REGULATIONS

Updated January 20, 2024

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 at any time 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 sponsorship awards the participant must follow the requirements of each company i.e. decals, patches, product, etc. These requirements will be provided.

II. **RADIO COMMUNICATION:** REceivers, Raceceivers, Etc. – Each USCS participant will be required to use a Racing Electronics REceiver or RACEceiver one way radio communication device (available from USCS) to receive communication from the USCS Race Director during all events. Events include hot laps, time trials, heat races, Consolation/last chance features and the A-Main event. Generally, the driver should have his REceiver or 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 their 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 the car and driver with their personal safety equipment must weigh 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 all four corners of the race car for all USCS-sanctioned dirt events.
 - i. Dirt Tires:
 1. Right Rear: Hoosier 105"x16"x15" - MEDIUM compound or the Hoosier 105"x18"x15" F-85A (Hard)

2. Left Rear: Any Hoosier only sprint car tires.
 3. Front Tires: Any Hoosier 85"x 8.0" x15" sprint car tires.
- b. Tire Prep (Doping) No Chemical Alteration of Tires Allowed at any time. (This means no tire doping or tire prep chemicals may be used at USCS sanctioned events. Tires will be subject to random laboratory testing and prize monies may be withheld until the test is complete. The penalty for chemically altering tires at USCS sanctioned events will be the forfeiture of prize money and points. Other penalties could include suspension of participation - at the discretion of the USCS series management.

V. WHEELS:

- a. Right Rear: Maximum width 18"
- b. Left Rear: Maximum width 15"
- c. Front: Maximum width 10"

VI. WINGS AND FRONT BUMPER:

- a. Top Wing Option #1 DISH 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 allowed).
- b. Top Wing Option #2 FLAT WING: 25 square feet Maximum with no dip measured in front of wickerbill turnup (Maximum 2" wickerbill turnup at rear of top wing allowed).
- c. Hydraulic sliders allowed. For safety, the Top Wing may not be mounted so as to extend outside of the rear tires.
- d. Wing Side panels may be no more than 72" long by 30" tall and must be mounted 90 degrees to the wing center (NO Kick Outs).
- e. 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 .
- f. The wicker bill mounted on the rear of the front wing may be no higher than 1 inch.
- g. Front Bumper Rule: Front Bumpers may not extend beyond 23" from the front edge of the front axle tube!

VII. 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!

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

- a. The 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 anywhere 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 extend 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).
 - k. 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.
 - l. No offset cars allowed
 - m. Motor must be in the center of the frame, and in front of the driver.
 - n. No independent suspension (Front or Rear).
 - o. Any ballast weight must be securely fastened to the race car to the satisfaction of the series tech inspector and PAINTED WHITE.
- IX. **ENGINE:** Penalty for illegal parts or violation of engine specifications is DISQUALIFICATION!
- a. USCS engine (motor) rules are similar to ACSC, ESS, NRA, URC Steel block only. 360 CUBIC INCH MAXIMUM (+ OR - 1%).
- X. **HEADS:**
- a. 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 runner s.
 - b. 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.

- c. During polishing of the inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters.
- d. 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 chafing. Polishing will be allowed in exhaust ports as long as the original "ASCS" logo is not affected, or port shape is not altered substantially.
- e. 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.
- f. 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.
- g. 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.
- h. Any ballast weight must be securely fastened to the race car to the satisfaction of the series tech inspector and painted white.

XI. FUEL INJECTORS:

- a. 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 plane intake may be used.
- b. MUST BE normal 8 port injection! Maximum two nozzles per cylinder. No down nozzles!
- c. ANY NON-SPEC HEAD MOTOR OTHER THAN CHEVROLET MUST RUN MAXIMUM 2.10 INCH SIZE RAM TUBE AT LEAST 3 INCHES.

XII. FUEL:

- a. METHANOL ONLY! No additives, etc.
- b. Fuel may be checked at any time!

XIII. MUFFLERS:

- a. Schoenfeld #112535 or the 14272736-78 A.S.C.S – W.O.O. Legal 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.
- b. Mufflers must be securely fastened to the race car to the satisfaction of the series tech inspector and must not come off.
- c. Any muffler that falls off a race car on the racetrack at any time will result in a \$50 fine, and a loss of 25 points.

XIV. SAFETY EQUIPMENT:

- a. FUEL TANK BLADDER REQUIRED!
- b. DRIVE LINE SAFETY: Cars MUST HAVE Torque Tube restraining loop or strap. NO OPEN DRIVE LINES!
- c. SEAT BELTS:
 - i. Drivers are required to use minimum five-point safety harness assembly.
 - ii. Required to be not over two years old.

- d. DRIVERS SUITS: MANDATORY - It is suggested that the driver's suit be at least two layers, and rated at least SFI 3.5.
- e. GLOVES: Driver MUST WEAR approved Nomex driving gloves.
- f. HELMET:
 - i. Driver MUST WEAR full coverage helmet that meets or exceeds Snell 95 rating.
 - ii. Head and Neck Restraint Systems or Neck Collars are HIGHLY RECOMMENDED.
- g. ARM RESTRAINT SYSTEM: Driver MUST USE arm restraint system.
- h. 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.
- i. DEBRIS SCREEN: All cars MUST HAVE a minimum 1/8-inch wire debris/rock screen in the front roll cage opening, covering the entire front cockpit opening.
- j. HEADREST: A full containment seat with headrest on the right side of the seat is RECOMMENDED!

XV. **RACE FORMATS**

- a. SIGN-IN:
 - i. Each driver must sign-in 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 and receive no passing points- only finishing position points.
 - ii. 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.
 - iii. Generally, the fees will be \$25 for members and \$35 for non-USCS Members. Higher paying events may be higher.
 - iv. 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.
 - v. All drivers must fill out a driver/car owner information sheet and W9 tax form and turn in 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.
- b. 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.
- c. DRIVERS MEETING:
 - i. The Drivers Meeting will be at the USCS Sign-In Trailer unless designated otherwise.
 - ii. ALL drivers must ALWAYS attend the Drivers Meeting, as important announcements concerning the event, its format, and procedures will be given.
- d. QUALIFYING:

- i. 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.
 - ii. 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.
 - iii. Each driver will have two consecutive qualification laps. Depending on the layout of the racetrack, there could be one warm-up lap, or the driver may take the green the first time past the flag stand. 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.
 - iv. 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.
- e. HEAT RACES:
- i. Heat races may be lined up by the draw at sign-in or by time trials if a time trial format is used.
 - ii. Car count will determine the number of heat races.
 - iii. Lap distances will be announced at the drivers meeting.
- f. TIME TRIAL QUALIFYING HEAT RACE FORMAT:
- i. If a time trial format is to be used the format will be announced prior to the event.
- g. ONE-DAY DIRT TRACK HEAT RACE FORMAT:
- i. Unless announced otherwise, one day standard 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.
 - ii. 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.
 - iii. Pole Award Dash The top six cars/drivers in the passing points from the heat race results will be entered into the Pole Award Dash. A drawing will determine the final lineup of those six cars/drivers for the Dash. The winner of the (normally) six lap dash race will start from the Pole Position of the A-Main. The second-place car will start outside of the front row and the third-place car will start inside the second row, etc. to line up the first three rows of the a-Main.
 - iv. 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 any announced provisional(s).
- h. CONSOLATION RACE:

- ii. 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 chalkboard, and by RACEceiver communication.
 - iii. If you are not sure you are in the right place for the restart, PULL TO THE SIDE of the car you think you should be in front of, and wait for the directions of the series officials.
 - iv. If a driver is not in proper position during the caution period - they 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.
 - v. 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 be allowed to restart during the next caution period.
- c. RED FLAGS:
- i. 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!
 - ii. 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.
- d. OPEN RED FLAG CONDITION:
- i. 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.
 - ii. Crew may perform any mechanical duties during an open red flag period, WITH THE EXCEPTION OF REMOVING ANY TIRES OR WHEELS!
 - iii. 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.
- e. CLOSED RED FLAG CONDITION:
- i. No crew members may come on the race track during a closed red flag condition.
- f. SINGLE-FILE RESTARTS:
- i. When the scorers have determined the restart is correct, the one-to-go signal will be given one of two ways, drivers MUST PAY ATTENTION!
 - ii. 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.
 - iii. 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!
 - iv. 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.
 - v. 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.

- vi. 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.
- g. TWO CAUTION/PUSH-OFF RULE:
 - i. 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 driver's meeting.
 - ii. 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.
 - iii. The only exception for a second push-off in any event will be for safety purposes at the discretion of series officials.
- h. PENALTIES:
 - i. 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.
 - ii. Drivers will be notified of penalties that have been levied by the series director. All decisions shall be final.
 - iii. Note: This rule is not intended to eliminate competition or accidental contact; however, deliberate contact and/or over-driving, will be penalized.
 - iv. 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.
 - v. 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.
 - vi. 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.
 - vii. 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.
 - viii. 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.
 - ix. Series officials reserve the right to increase the above penalties, depending on the severity of the incident. Penalties may result in monetary fines, where appropriate.
- i. TIME:
 - i. 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 workload accordingly, and be ready when called.
- j. WEIGH-IN:

- i. Series officials reserve the right to weigh any car at any time during an event.
 - ii. 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 disqualification.
 - iii. 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.
- k. TECHNICAL INSPECTION:
- i. Series officials reserve the right to tech any car at any time during an event.
 - ii. All cars will be visually inspected by series technical officials before hot laps.
 - iii. 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.
- l. PENALTIES AND PROTESTS:
- i. 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.
 - ii. 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.
 - iii. 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.
 - 1. Engine tear down = \$1,000.00 USCS retains \$200 as protest fee
 - 2. Fuel Test = \$500 USCS retains \$100 as protest fee
 - 3. Other technical items = \$300 USCS retains \$100 as protest fee
 - 4. 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.

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

XVIII. DRIVER CHANGES AND SUBSTITUTIONS:

- a. A driver may not use a back-up or second car from his race team once he has entered the first car.
- b. 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.
- c. It is the driver's responsibility to notify series officials of any changes so that prize money and/or points may be correctly awarded.

XIX. ATTENTION ALL OWNERS AND DRIVERS:

- a. 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.
- b. 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 occur last.
- c. 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.
- d. 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.
- e. 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.