

United Sprint League 2024 Rule Book

SECTION 1 - GENERAL INFORMATION

This page contains the official rules and car specifications for all sanctioned events of the United Sprint League (USL). Any point not covered herein shall be resolved by the USL or their appointed representative.

1. All cars competing for points and year end awards MUST display the official decals of major USL sponsors or any other designated sponsors to be eligible for year end awards and participation money. Drivers must be a USL member (competing in at least 80% of tour events) in good standing of USL and be present at USL annual awards banquet in order to qualify for any awards. Cars must display decals on both sides of the car. Decals shall be provided free of charge by USL.
2. All drivers participating in a USL sanctioned event will pay an entry fee of \$20 per show payable at draw.
3. There will be special event shows during the year that do not follow standard formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting. Any special event that is deemed show up points only will award all participants 150 points.
4. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two-way radios will be allowed. Any driver who willfully ignores orders given by USL officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
5. In the event a two-day race is scheduled, the first day will be run with the same format as the second. Lock-ins will not apply from the first to the second night of competition. Some multi-day event formats can vary as to allow for full points to be awarded.
6. USL points shall be awarded to drivers in accordance with the following schedule. USL will award points for Heat Races, Semi Features and A-Feature events.

7. 2024 USL Sprint Car Series Point Structure

Heat Race Points:

1. 10

2. 7
3. 5
4. 3
5. 1

A-Feature Points:

1. 150	11. 114
2. 145	12. 112
3. 140	13. 110
4. 136	14. 108
5. 132	15. 106
6. 129	16. 104
7. 126	17. 103
8. 123	18. 102
9. 120	19. 101
10. 117	20. 100

- 85 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature.
- 50 points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in Heat or Feature action.
- 50 points will be awarded to all drivers if a show is canceled following the completion of the night's draw in.

All races will run as USL officials feel is to the best interest of the race program.

Section 2 - Qualifying Procedures

1. Qualifying heat races will be held at all events. Lineups are determined by random pill draw. Draw is held prior to the Driver's Meeting. Any driver failing to draw for heat races or pack racing surface (when requested) will not receive passing points, but only points accumulated through his finishing position in his heat race.

2. The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car, that number will be posted, and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race, the next lowest drawn number goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. Again, any cars not represented at the drawing shall be placed at the rear of a heat race. Heat races will determine the starting position for the balance of races scheduled. 30 cars or less will result in a max of 3 heat races. 31-40 cars will result in 4 heat races. 41+ will result in 5 heat races.

3. The passing point system will be used to determine starting positions in feature events (see below). The driver will receive points for passing as well as finishing position, with the driver accumulating the most passing points from Heat Races redrawing for invert of feature starting position for top 6 in passing points. The top 12 drivers in passing points qualify for the A feature with 7th-12th lining up by passing points. If less than 20 cars, the remaining balance of drivers will line up by their passing point totals into A feature. If more than 20 cars the remaining cars go to B feature(s). If only one B feature, top 8 advance to the A. If two B features, the top 4 from each B feature advance to the A.

4. Any driver failing to draw for heat races or pack racing surface (when requested) will not receive passing points, but only points accumulated through his finishing position in his heat race. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points (tie goes to the early heat). Passing points will be figured on the actual starting position on the final parade lap.

5. A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his qualifying heat race. An exception to this rule will be in a two day race.

6. USL or their representative will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.

7. The Official lineup is when the caution lights go out on the final parade lap. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward. The exception being if 2 cars drop out from same row, then following cars will be crisscrossed.

Passing Point Scale

	Start											
	1	2	3	4	5	6	7	8	9	10	11	12
1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
Finish 5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

Section 3 - Flag Procedures

Yellow Flag

All cars stopping on a yellow, will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow/red flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag. Any car that goes one or more laps down while in the work area or pit area will be out for that event.

Any driver who works on his car or permits any other person (other than a track official) to work on his car on the racing surface, during a yellow flag, shall be penalized one lap.

If a car needs a second push off, after any cars have started, he will start at the rear of that race. Any car losing a part that causes a yellow will be placed at the rear of the field.

Any car that is involved in two unassisted yellow flags will be disqualified for that event.

Red Flag

All red flags are closed unless opened by the USL Competition Director. Cars that the red flag was thrown for and any other cars that change any tire will be placed at the rear of restarting line-up. All others not involved will get the position they were running in prior to flag

It shall be the decision of the flag man and USL as to what cars flags were displayed for, and their decision is final.

Note: Any car changing any tire during red flag will be placed at rear also. (Wheel spacers may be changed if monitored by USL officials).

A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment.

Procedural: Rules shall apply to all Tour Races and other Special Races and, are strongly recommended for all weekly, sanctioned shows, and if local track rules differ they should be made known to all participants.

Restarts

Restart line-ups will be double file with any lapped cars being placed in line-up where they were running. Leader gets to choose the inside or outside of front row. In the event a yellow/red flag is thrown during a double file restart before a lap is completed the next restart will be single file. In Heat races and B feature there will be only 1 attempt at double file restarts and all restarts after that will be single file. In the A feature there will only be 3 attempts at double file restart and all restarts after that will be single file.

On a single file restart, lapped cars go in line where they were running.

Double file restarts will start at chalk line in turn 4. Single file restarts will start at the chalk line in turn 4 and remain single file nose to tail through the cone on the front stretch. Any person passing before the cone or hitting the cone will be penalized 2 spots at the next yellow flag or end of race, whichever comes first.

There will be one attempt at a green-white-checkered flag finish, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.

WORK AREA: USL will have designated work area time in the A feature only. You will get one minute in the work area once the car has made it to the work area AND lineup is set on the track. Only cars involved in the yellow or red will be allowed time. If a car was not involved in the caution, there will be NO time given for that car. Once the A-Main reaches the half-way point of the race, there will be NO time given for the remainder of the race. Work Area will be announced at the Driver's Meeting.

Any driver who fails to display proper judgment in slowing or stopping when a caution or red flag is displayed will be subject to immediate penalty to rear of lineup or disqualification for the night.

Section 4A – Engine Rules (Champ Sprint Option)

4A.1. 368 Cubic inch maximum displacement. Steel blocks only. Flat top pistons only, (no protrusions above piston face), No internal reciprocating parts made of aluminum or titanium or anything other than steel. Water pumps to remain in the stock location and must be belt driven. Wet sump oil systems only, no external oil pumps or tanks of any kind. All competitors' engines are subject to inspection by USL at any time. No crank trigger ignition systems allowed. Any steel rod or crankshaft may be used. No titanium engine part will be allowed except valves and valve spring retainers. Camshaft is optional. No overhead cams. Gear drive ok. All oil pans must have a one inch inspection plug on the upper half of the oil pan above the oil line and windage tray. Pans without plug will be subject to pan removal at any time.

4A.2. CYLINDER HEADS:

USL BRODIX SPECIFIED CYLINDER HEADS PART #

CHEVEROLET

SP-CH

FORD

SP-FO

MOPAR

SP-MO

1. All spec heads will be supplied with CNC bowl blend and intake matching from Brodix.
2. No grinding or blending of CNC work is allowed. Note: Polishing only is allowed in the combustion chamber.

3. No use of any substance that may change or alter the shape or size of the ports or combustion chambers is allowed.
4. Valve seats and guides are to remain as manufactured and in the cast position, valve must stay on the valve seat and cannot touch aluminum.
5. Valve angles are to remain as manufactured. The original seat center locations as provided by the manufacturer may not be altered.
6. No tapering or reshaping of the valve guides is allowed.
7. No minimum combustion volume.
8. Serial #'s must remain on the head and must not be altered or defaced.
9. No welding modifications are allowed to the original castings. Brodix will provide repairs and recertification.
10. Valve stem may be no smaller than 11/32.
11. The ONLY steel cylinder heads allowed for competition are original production for Chevrolet only. No aftermarket steel or aluminum cylinder heads are allowed other than the specified head. Porting and Polishing of the steel stock production head is legal. Ford and Mopar cylinder heads must be the specified Brodix head. Shaft mounted roller rockers are ok.

4A.3. CARBURETORS: One 500 cfm Holley 0-4412 5 point check legal carburetor.

Venturi Bore Primary

1.373-1.377

Booster O.D. .620 (+or-) .010

Booster I.D. .380 (+or-) .003

Booster Height or Length .434 (+or-) .010

Throttle Bore

1.685-1.687

Throttle shaft & Plate thickness Pri .1868-.2008

These dimensions will be checked with a go-no-go gauge.

Carburetors with injectors inside are illegal.

No air leak device of any kind.

4A.4. INTAKE MANIFOLD:

OEM or stock type cast aluminum allowed. May be ported only to match heads. No welding, grinding, cutting, porting, polishing anywhere on intake EXCEPT for one inch maximum inside intake runners to match heads. No plastic manifolds.

Section 4B – Engine Rules (Sealed Racesaver Option)

4B.1. All engines must be sealed with RaceSaver® serial numbered seals before they are permitted to compete. RaceSaver® personnel certified to seal engines are available throughout the country. The bolts must be drilled for sealing wire on: 2 adjacent cylinder head bolts on each head, 2 intake bolts, and 2 timing cover bolts. All logo and trademark stamps must be intact at time of inspection. RACESAVER(r) seals will only be installed after showing proof of

current driver or owner IMCA license to inspector. If applying for a transfer you must provide your current driver or owner IMCA license number on the form.

RaceSaver® maintains comprehensive documentation on RaceSaver® heads and sealed engines. This includes the history of registration, tech inspections, and repairs. The documentation and hard card program enables consistent application of the rules nationwide. A valid hard card will facilitate identification of RaceSaver® sealed engines and speed up track tech inspection. Pertinent tech information is available to our tech inspectors to assist them in maintaining RaceSaver® rules.

1: Only the following engine blocks will be permitted. GM 305 V-8s with the following approved casting numbers: 361979 460776 460777 460778 14010201 14010202 14010203 14088551 14016381 14016382 14016383 14094766 355909 14093627 14101147 10243878 4715111 10046164 14102058 A specific Dart Machinery block, purpose built and approved for RACESAVER®, competition is the "Little M" "B" block: pn. 31151411.

2: Ballast weight will not be permitted in cars that utilize a lightened block.

3: A maximum of 315.9 cubic inches will be permitted (+/-0.0). Stroke 3.480" (+/-0.020) Max bore 3.801. If 3.5" stroke, max bore is 3.790 Bore: Plain cast iron. Sleeves will be permitted for repair only.

4: Only flat top pistons with valve reliefs will be permitted. Pistons may not protrude from cylinder bore.

5: Only an iron or steel crankshaft, with a minimum weight of 48 lbs. will be permitted, (-1%). The main bearing diameter will be 2.450 (-.030). Weight added to crank except balance metal, which must be welded in place, will not be permitted.

6: Only 5.700" steel connecting rods, with a rod journal dia. 2.100 (-.030) will be permitted. Oil pan may be removed for inspection at any time.

7: Only chain cam drives will be permitted. Variable cam timing will not be permitted.

8: Only plain hub or SFI approved damper will be permitted. The water pump must remain in the stock location.

9: Only solid .842 diameter ferrous metal flat tappets will be permitted.

10: Only a cast iron cam, with a firing order of (18436572) will be permitted.

11: Only a straight wound spring with a flat damper, that conforms to the specifications will be permitted. PSI @ seat 90-120#, @.500 lift 330-355#, Inst. Ht. 1.700 -1.820, Dia. 1.262 +/- .005, Wire dia. .193 +/- .002, Free ht. 2.130 max. 1.950 min., 5 full coils +/- 1/8th turn as measured from tail to tail.

12: Only vented, wet sump, in pan, oil systems will be permitted.

13: Only rockers centered on, & retained by the 3/8" rocker studs will be permitted.

14: The maximum valve lift permitted is: (.510" int. .535" exh.) @ zero lash @ valve retainer. Only standard size & configuration, 7 degree retainers and keepers will be permitted.

15: Stud girdles, rev kits, or valve train stabilizers, will not be permitted:

16: Repositioning, boring or bushing of cam or lifter bores will not be permitted. The maximum cam diameter will be 1.869 + .002

17: Only valves that conform to the RaceSaver(R) original size, configuration, length & weight will be permitted. The sizes are as follows: stem size 11/32", Intake 1.94" .008 stem undercut. Exhaust 1.60", Orig. stem undercut to .315

18: Ferrous material only: Valves, Seats, Retainers, Keepers, Push rods, Springs, Tappets, Cam, Crank, Rods, Wrist pins, Fasteners, Main Caps. Materials and processes including, but are not limited to; Titanium, Inconel, Ceramics, DLC, Nikasil, will not be permitted.

19: Only point type Magnetos, or Kettering style ignition, will be permitted. Only naturally aspirated, constant flow fuel injection will be permitted.

20: An additional 100 lbs. penalty will be added to the minimum car weight for use of any electronics, including but not limited to: ignition, ECU's and/or active driver aids.

21: RaceSaver® SPEC cylinder head: Alterations of any type will not be permitted. Machining, milling, resurfacing, grinding, polishing, welding, acid or caustic work, shot peening, glass beading, coating, or any other process that will alter the machined surfaces or the natural sand cast finish, will not be permitted. The cylinder head must retain all original dimensions & configurations including; Valves, springs, retainers, stems, & guides. Only re-seating the valves is permitted. Top cuts that extend into the aluminum of the chamber will not be permitted. Under the seat relief cuts, will not be permitted. Alterations to as delivered throat size, 1.810 Int. & 1.345 Ex. (+ .000 - .005) will not be permitted. Bowl changes will not be permitted. Every dimension of these heads has a gauge dimension that must be met for them to be certified. Any changes will result in disqualification. The stamped identification marks may not be altered.

22: Compression Ratio: 10.25 to 1 will be the maximum allowable compression ratio. The compression ration may be checked with a whistle, or by measuring the volume of the assembled cylinder using liquid. The absolute minimum assembled cylinder volume measured at Top Dead Center (T.D.C.) is 70 cc. Any type of surfacing the heads will not be permitted without a repair authorization. Original serial numbers and certification marks must remain intact. They may not be altered or obscured. Any & all repairs MUST be pre-approved and the cylinder heads must be re-certified. If any spec head is found to be modified; it must be replaced with a certified spec head.

23. Repairs: In the event a cylinder head needs to be repaired, a repair authorization must be obtained by contacting RACESAVER® at 540-923-4541 before attempting repairs. After repair, the cylinder heads, completely assembled with all valves, spring, retainers, studs and guides, must sent to RACESAVER® for re-certification and registration. Recertified heads will be stamped with RACESAVER® & FGRS logos. The spirit and intent of RACESAVER® Engine Rules shall prevail.

Section 4C – Engine Rules (Lawton Limited Sprint Engine)

Lawton Speedway's Limited Sprint engine option is allowed and will be teched according to their rules for this package. Some highlights of this engine package: it does allow for a 4 barrel carb, on a dual plane intake with steel heads and flat tappet cam.

Section 5 - Car Specifications

1: Sprint car appearance. The minimum wheelbase is 80"- inches with a maximum of 95"- inches.

2: Only standard type Sprint Car bodies, tail tanks and hoods will be permitted. 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. 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. All cars are 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. Radius rod protectors are permitted - panel to be no larger than 10 inches vertically and 24 inches in length, extending no more than four inches from outside edge of lower frame rail. Right side cockpit panels must have a minimum opening of one hundred (100) square inches. Panels that restrict drivers' vision at the discretion of USAC officials will not be permitted. Left-side cockpit panels may be 36 inches high as measured from the bottom of the bottom frame rail. Left-side opening must be at least ten inches vertically at its narrowest point, and at least 20 inches horizontally. An effective firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as practical. The motor plate may not be made from carbon fiber, or any type of composite materials. All paneling must not extend past edge of frame rails more than thickness of panel material. One (1) inch turnout allowed on all body and sail panel edges, except sun visor. 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. Airfoils, wings, spoilers, panels behind driver seat, or other aerodynamic appendages will not be permitted. Water radiators, oil coolers, batteries and any remote engine accessories must be within the confines of the main frame tubes located between the front axle and rear engine mounting plate. Panels attached to nerf bars will not be permitted. Rear view mirrors are not permitted. USL Competition Director may have any panel or part removed which, in their opinion, is not within the spirit or intent of this rule.

3:Tires- Open tire on all 4 corners with a minimum durometer of 40 on Right Rear only. All tires must durometer within manufacturer specs. Tire doping/softening will not be allowed. USL reserves the right to sample any tire at any time and send off for testing if it is believed a team is altering tires. A right rear bead lock is required. All mud plugs must be the foam type, or securely bolted mud cover. Outer mounting tabs must be integral to the wheel or bead lock or be securely welded to the wheel. Tire Bleeders are allowed.

4: No cockpit adjusters of any kind are allowed.

5: Steel, Aluminum or Titanium brake rotors only.

6: Open drive lines will not be permitted. Safety hoop or strap is required. Center section of the rear end must be centered within the rails. A drag link retaining strap is required.

7: A fuel tank & bladder assembly or Fuel Safe enduro cell meeting FIA-FT3 & SFI Spec. 28.1 is required. A main fuel line shut off is required. An on-board fire suppression system is recommended.

8. Mufflers are required at all races. Type Optional.

9: Only pure methanol is allowed. Additives of any type will not be permitted. Fuel is subject to chemical analysis.

10. Safety bars set forth by the Sprint Car Council are highly recommended.

Section 6A – Tire Penalties and Infractions

1. First offense for the season: Fail A-Main post race inspection you will be disqualified for that event losing points and money.

2. Second offense for the season: One race suspension, and 300 points plus any winnings/points that have accrued for the event, violator(s) will assume all costs included in any testing procedures, no points and no money will be awarded for that event.

Section 7 - Safety

1. Any driver who exits their car and approaches another driver on a live racetrack may be subject to disqualification and/or be suspended for two USL sanctioned events. The offending driver will also forfeit their winnings for the night. This also includes family and crew members entering a live racetrack. Under caution, stay in your car. If you are in an unsafe situation, you may exit your car but stay with your car. Dark tracks and dark fire suits make you hard to see. Remember, actions done in anger can have dire consequences. A driver/team who willfully ignores/disobeys an USL official in a manner which delays the running of the night's program, or places others in danger, will also be subject to suspension for one USL sanctioned event.

2. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition. Fire retardant underwear is highly recommended.

3. RACEceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a RACEceiver. No two way radios will be allowed. Any driver who willfully ignores orders given by USL officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.

4. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. USL strongly recommends a five point hookup with 3 inch belts. Full Containment Seat is highly recommended.

5. It is highly recommended, that the Steering Wheel is secured with a pull type, quick release hub or button style, quick disconnect. Use of removable pin style hubs is not recommended at

all due to high risk of failure. It is the driver's responsibility to make sure the steering wheel is securely attached before entering the racing surface. Your safety is truly in your own hands.

6. An onboard fire suppression system is highly recommended on all cars with nozzles positioned as to coat the Engine, Driver, and Fuel Cell.

7. Approved front axle tether systems are highly recommended. The tether mounting must meet the SFI 55.1 specification which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether cables should be installed using the manufacture's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions.

8. If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by the manufacturer. Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.

9. If a car needs to be fired in the Pits, the person in the car must be in full safety gear with seat belts properly attached.

10. No flammable liquids allowed in the cooling systems.

Section 8 - Sportsmanship

Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, girlfriends, wives, mistresses, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved.

We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crew. As such, any member of a team who verbally or physically assaults an USL official will be fined and/or suspended from competition.

Sportsmanship does not just pertain to activities at the track. Be aware that we do our best to present USL and its drivers in the best light possible. We expect our drivers to do the same. Remember what you say has weight, what you type has meaning, what you do has consequences. Think before you lash out and refrain from posting to social media. You never know who is reading, listening, or watching.