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2015 Basic OSUSC Event Rules

Version 9.2

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Section 1

General Rules

The primary focus of the USCA has been and will continue to be showcasing “real” street cars using aftermarket parts to perform better. In addition, we want to provide an outlet for owners of high performance street cars to congregate, socialize and participate in an event designed specifically for them to showcase the performance of their vehicle and create an infectious environment that promotes sponsors products. We stress safety, fun, organization and friendly competition.

These rules are intended to encourage the spirit of a safe and fun event. The USCA understands that not everyone will like the rules or play nicely with others, therefore we have rule #42. If the rules do not specifically say participants CAN do something, participants probably CANNOT do it. Please visit www.driveUSCA.com for event specific supplemental rules.

OPTIMA Search for the Ultimate Street Car participants will have the opportunity to be awarded an invitation to the annual SEMA industry trade show and the OPTIMA® Batteries Ultimate Street Car Invitational (OUSCI), held annually in Las Vegas, NV, immediately following the SEMA show. Invitations to the OUSCI will be awarded to the event winner of each class, a special “Spirit of the Event” award winner from each event, and the top 20 overall point accumulators for the USCA season, regardless of class and excluding event winners.

1. All vehicles entered into OSUSC event must be domestic or import, four-wheeled vehicles that are licensed, registered, insured for regular street use, and have a factory affixed OE manufacturer production tag or plate. The OSUSC does not allow kit cars, modern reproductions, or other vehicles that were not issued or do not have a factory affixed OE manufacturer production tag or plate. Only 1934 and older domestic vehicles may be open-wheeled and all vehicles must use hood, fenders and body panels as produced from the factory. Scoops, flares and other modifications are acceptable. The OSUSC is a series designed specifically for performance street cars. Vehicles built specifically for competition or “race cars with license plates” are not within

the spirit of the series and will be scrutinized before entry. USCA officials will make the final determination of eligibility.

2. Gasoline, E-85, diesel fuel, bio-diesel, and electricity are the only fuel/power sources to be used in vehicles entered in OSUSC events. Nitrous oxide or octane boosters are allowed, however, alcohol and nitro methane are strictly prohibited. USCA officials must approve any alternative fuel source before entry.
3. Vehicles may be entered into one (1) of two (2) entry categories:
 - a. Two-Day entry - to compete for all awards and accumulate USCA championship points toward an invite to OUSCI
 - b. One-Day entry - to take part in autocross, speed-stop and road rally segments, but not compete in the design & engineering or road course segments. Parade laps on the road course may be offered. One-Day entries are eligible for championship points accumulation and other awards, but not the overall event win.
4. Participants may accumulate points towards the OPTIMA Ultimate Street Car Invitational (OUSCI) in up to three separate (3) series events. Participants may, and are encouraged to, participate in all series events, and may accumulate points in all events, but may choose only three to accumulate towards the championship.
5. All vehicles must have current license, registration and proof of insurance.
6. All entrants/drivers must have a valid, government issued drivers license and must be at least 18 years of age.
7. **Classes** - The USCA will recognize four classes of vehicles within USCA sanctioned events and reserves the right to weigh any vehicle at any time during the event or event activities. Weights are "as presented" without driver.
 - a. GT – 1990 and newer 3200 pound minimum weight 2WD sedans, 4 seater coupes and late model trucks (example – 5th Gen Camaro, BMW M3/M5, Cadillac CTSV)
 - b. GTS (Sports car) – 1990 and newer 3200 pound minimum weight factory production two-seater autos and any all wheel drive vehicles (example – C5/C6/C7 Corvette, Mitsubishi Evo, Nissan GTR)
 - c. GTV (Vintage) – 1989 and older 3200 pound minimum weight rear wheel drive (example – 1969 Camaro, 1987 Monte Carlo, 1974 Pontiac Firebird)
 - d. GTL (Lights) – **ALL VEHICLES UNDER 3200 POUNDS**

The USCA reserves the right to place certain drivers or vehicles into an "exhibition class". Exhibition class participants do not qualify for any points and/or awards for any segment of the event or the overall win.

8. **Tire rule** - Participants must use commercially available, **DOT approved**, non-competition, treaded (non-grooved) street tires (no competition radials, no R compound, drag radials or shaved tread) with a treadwear rating of 200 or higher. Tires will be required to pass a technical inspection at the tech inspection. The spirit of the event requires the use of a DOT approved "non-competition" tire – any modifications or chemical treatments to tires will be unacceptable. Any vehicle with tires showing any evidence of modification will be immediately disqualified from the event. Safety is of the

utmost importance and USCA officials will not hesitate to disqualify questionable tire selections. **Any tire not commercially available to the general public is prohibited.**

9. **Tire condition** – Tires cannot show any signs of abuse, checking or obvious signs of age or neglect. **Tires must have a minimum of 2/32” tread depth at the start of the event and must not show excessive wear. All entrants in the Intermediate or Expert class must have tires with a manufacturer date within five (5) years of the date of the OSUSC event being entered. Here’s how to check the date:**
<http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=11>
10. The use of any type of chemical or non-chemical treatment is strictly prohibited.
11. Participants must use a single set of tires for the entire event (including the road rally segment); no tire changing between events will be allowed. Tires will be marked during tech inspection. Tire changes will be allowed in the event of a catastrophic failure or for safety related reasons as deemed necessary by USCA officials, but replacements must be of the same size, manufacturer and model as those approved during tech inspection.
12. Electric tire warmers are prohibited.
13. All vehicles must run the entire event as they are presented to tech and D&E judging. The removal or alteration of any components including seats, splitters, spoilers, etc. is prohibited. The addition of removable rollover protection for convertibles is allowed.
14. All vehicles must run a complete exhaust system with mufflers. Electronic cutouts are allowed.
15. AERO – participant vehicles are allowed to have any factory installed aero packages available on their specific vehicle platform. In other words, if it came from the production factory that way, regardless of size, it’s legal. If it looks suspect, be prepared to show proof of factory installation. No modification of existing factory aero is allowed if it already exceeds published guidelines.
 - a. GT class – any spoiler or wing configuration with a maximum of 6” tall from it’s highest mounting point or a maximum height of 4” above the lowest point of the rear window, whichever is less. The maximum width of the spoiler/wing must be no wider than the original panels of the car and must not extend more than 6 inches past the furthest point of the rear of the car. No wing may exceed 8 inches in length (front to back) at any point.
 - b. GTS class - any spoiler or wing configuration with a maximum of 6” tall from it’s highest mounting point or a maximum height of 4” above the lowest point of the rear window, whichever is less. The maximum width of the spoiler/wing must be no wider than the original panels of the car and must not extend more than 6 inches past the furthest point of the rear of the car. No wing may exceed 8 inches in length (front to back) at any point.
 - c. GTV class - any spoiler or wing configuration with a maximum of 8” tall from it’s highest mounting point or a maximum height of 6” above the lowest point of the rear window, whichever is less. The maximum width of the spoiler/wing must be no wider than the original panels of the car and must not extend more than 6 inches past the furthest point of the rear of the car. No wing may exceed 8 inches in length (front to back) at any point.

d. GTL class - any spoiler or wing configuration with a maximum of 6" tall from it's highest mounting point or a maximum height of 4" above the lowest point of the rear window, whichever is less. The maximum width of the spoiler/wing must be no wider than the original panels of the car and must not extend more than 6 inches past the furthest point of the rear of the car. No wing may exceed 8 inches in length (front to back) at any point.

All aerodynamic modifications, including all active aero, that exceeds the published guidelines, will be placed in the exhibition class.

16. The USCA sanctioned events will include five (5) segments and **will be run rain or shine**:
- Road Rally
 - Design & Engineering
 - Road Course time trial
 - Autocross time trial
 - Speed-stop time trial
17. Each vehicle is required to display the official OSUSC and OSUSC sponsor event decal package per specifications for the duration of the event. OSUSC decals will include two door decals (27.5" W x 11.9" H), two logo stack decals (23.3" H x 7.75" W), a windshield banner and a rear window banner and must be placed per the attached instructions. Alternative placement must be approved by OSUSC officials.
18. Car livery - In addition to the required OSUSC decal kit, all cars are welcome to display logos, branding or any graphics that support manufacturers and services in a tasteful manner. There are no graphic size limitations when promoting any company or service that does not compete with the current OSUSC major sponsors or partners. However, graphics that **do compete with current major sponsors must be no larger than 100 square inches and are limited to two graphics on the entire car with only one allowed per side, front or back.** Personally owned companies and build shops are not restricted.
19. Only the owner of the vehicle, immediate family member, or documented employee of the builder-of-record may drive the entered vehicle in any USCA event or event segments. The builder-of-record is defined as the person or shop that is responsible for at least 75% of the total build. Build shop invoices & build pictures will serve as acceptable documentation. Employees must be able to produce a valid W-2 or 1099 statement upon request.
20. Participants must be present at the awards ceremony to accept any awards. Failure to attend and accept awards will result in a forfeiture of any awards.
21. Each vehicle entered in the event will represent a single entry, with only one driver allowed. Multiple drivers of entered vehicles is strictly prohibited - the registered driver must drive the vehicle in all segments of the event to be considered for points accumulation, segment or event awards. Entrants may not substitute another registered or unregistered driver for any segment of the event for any reason at any time. USCA officials may grant permission for exhibition driving on a case-by-case basis.
22. Participants may not register more than one vehicle per event. Exceptions may be granted on a case-by-case basis by USCA officials for events that are not at full capacity.

23. Only amateur drivers are allowed to compete for points accumulation, segment or event awards. The USCA defines amateur drivers as: An "*amateur driver*," whether he/she drives competitively or recreationally, is one who drives for the challenge it presents, not as a profession and not for significant financial gain. If competitive driving is not currently, or ever has been, your primary or significant source of income, you are an amateur.
24. Professional drivers are not allowed to participate in any segment of any event for any awards. The USCA defines professional drivers as: A "*professional driver*" has competed at a high level of racing or time trial competition, for compensation that is a significant or primary source of income. USCA officials will grant permission for professional drivers to participate as exhibition drivers.
25. Each participant is responsible for any and all cleanup and/or damages, including legal fees, caused by themselves or their vehicle during any and all portions of the event.
26. Everyone entering the event venue must sign a liability waiver.
27. Passengers will only be allowed during the road rally segment, orientation and parade laps during the event. USCA designated driving instructors may be passengers during any segment of the event.
 - a. Registered participants may ride with other registered participants during the autocross and speed-stop time trial segments.
 - b. Passengers must meet the safety equipment requirements of the driver (helmet) and the passenger seat must have the same or better safety equipment as the driver seat.
28. Participating cars must pass a technical inspection that will emphasize safety. Safety features that do not offer a competitive advantage such as racing specific harnesses, roll cages/bars, fire systems, etc., are acceptable and highly encouraged.
29. All convertibles or any open top vehicle must have proper rollover protection – **no exceptions**. The top of the roll hoop must be higher than the driver's helmet while seated properly in the car. Questions – info@driveUSCA.com
30. Helmet use is required during all non-highway segments of the event. **Helmets must have a SNELL rating SA2010 or newer (USCA will allow SA2005 helmets during the 2015 season)**. Motorcycle or DOT helmets are not allowed under any circumstances.
31. Non-synthetic clothing (cotton, wool, leather, etc.) covering the torso, arms and legs shall be required (no shorts or short sleeves) during any non-highway segment of the event. **The use of racing fire protection gear, neck restraint system and fire retardant shoes/gloves is mandatory for Intermediate and Expert run groups on the road course segment and highly recommended for all run groups**. No open toe shoes or sandals/flip flops allowed.
32. Seatbelts or safety harnesses must be installed correctly and worn properly during all segments of the event. A minimum 3-point factory installed seat belt is required for all vehicles. **Five point harnesses are mandatory for the Expert run group on the road course segment and highly recommended for all run groups**. Lap only belts will not be acceptable for any time trial segment (autocross, speed-stop, road course) of the event.

- 33. Any vehicle that spins, loops or leaves the track surface (2 or 4 wheels off) for any reason will be black flagged and required to report directly to the USCA event steward as soon as safely possible. Multiple black flags issued to a participant will result in immediate dismissal from the event.**
34. Participants that drive unsafely or exhibit unsafe behavior during any segment of the event will be immediately disqualified and removed from the event.
35. Families are encouraged in the paddock and spectator areas, however children under 12 years old and pets are not allowed in the hot pits, staging area or starting grid, pit road, or the start/finish line of any segment of the event.
36. Smoking is prohibited in the hot pits of any segment of the event or within 75' of any fueling area or fuel cans.
37. A 10 lb. or larger class B fire extinguisher must be readily accessible during any refueling of vehicles.
38. **Protest** - any participant may file a rules protest against any other participant by submitting a written inquiry directly and in-person to the USCA event official, along with a \$100 protest fee. Protests may only happen during the actual event wherein the car in question is participating. USCA officials will immediately review the request and make a determination on the inquiry. If a participant is deemed to be in violation of the rules, they will be immediately dismissed from the event and the protest fee will be returned to the protester. If the inquiry is found to be within the confines of the rules, the protest fees will not be returned and both participants will be returned the event. Protests can be filed anytime during the event and within a 30-minute window following the last checkered flag.
39. **Tiebreaker** - In the event of a tie for the overall event finish, the first default tiebreaker is the higher score in the design & engineering segment (this is a OSUSC performance street car event, D&E segment defines a street car). The second level tiebreaker will be the faster lap in the autocross time trial. ***We know this rule is controversial, but the OSUSC is about performance street cars; the design & engineering segment further defines and differentiates a true street car from a race car with a license plate.***
40. A DNF is defined as "did not finish" and may receive the minimum number of points available for any segment. In order to receive a DNF, a participant must take the green flag and attempt to finish the segment under it's own power.
41. A DNS is defined as "did not start" and will not receive any points for the segment. In order to receive a DNS, a participant does not attempt to take the green flag for the segment. Participants receiving a DNS for any segment of the event will not qualify for any points accumulation, segment or event awards - excluding One-Day entries.
42. USCA officials, event director and USCA event management staff will have COMPLETE discretion to deny or remove from the event anyone in the event for any reason. Rules or "spirit of the event" interpretation will be at the sole discretion of the USCA event director, steering committee or event organizers, and all decisions are final.

We strongly suggest that you support the OSUSC sponsors and take every opportunity to show your passion and enthusiasm for the products you use. OSUSC and their sponsors make these events possible - pay them back by promoting their products. You and/or your car may be

photographed by various magazines or filmed for TV. Wear sponsor swag; put the decals on your car. The entire industry needs your support so please do your part.



Section 2

Design & Engineering

All vehicles be will be judged on their construction and modifications that enhance the performance, functionality and appearance of a vehicle while maintaining or enhancing the “Daily Driver” features and accessories. This segment is for performance street cars and as such must strike a balance to reach the highest possible performance, maintain or highlight features that allow a vehicle to be regularly driven, and achieve quality fit and finish. The end result should be a consistent theme and pleasing overall package. Yes, form and function can and do go together!

Total possible points: **25**

1. **15 points possible** - points will be awarded for each of the following “street car” functional features: (all items must be in working order at the time of judging)
 - a. **3 points** – *Glass* - All glass as required by law per the date of manufacture (windshield and all side glass must be DOT, rear glass can be Lexan). Driver and passenger glass must be roll up as of date of manufacture - can be upgraded to electric. In the rare case where an OE car did not have side or rear glass, an exception can be made pending USCA official approval.
 - b. **3 points** - *Exterior Lighting* - complete lighting package including headlights, backup, turn, brake and running lights.
 - c. **3 points** - *Interior electronics* - working fuel gauge, horn (audible at 200’), basic or advanced audio system (proof or evidence of radio delete option is acceptable), HVAC system (AC is optional), dome or interior lighting.
 - d. **3 points** – *Interior* – OE style or better carpeted or soundproofed interior w/finished door panels and dash – does not need to be stock.
 - e. **3 points** - *Street Drivability/Comfort/Ergonomics* – vehicle has the ability to negotiate basic street obstacles; all weather drivability that includes **windshield wipers**; capability of being sealed in case of poor weather; driver and passenger ease of ingress and egress; occupant comfort and visibility while driving.

2. **10 points** - A panel of qualified industry-expert judges will use USCA developed, confidential, consistent and exacting criteria to further evaluate each car on its overall function, design, engineering, theme, creative use of parts/materials and overall fit & finish. Points will be broken down into tenths (0.1) – giving each judge appropriate latitude for scoring vehicles that may be visually similar but differ greatly in design or construction quality.
3. Three (3) qualified judges at each event will judge each vehicle in the Two-Day entry category - **The Design & Engineering portion of the event is scored as the average of the judged scores on the judging sheets.**
4. There will be two awards in the D&E category
 - a. Segment winner - determined by judges and points total
 - b. Participants choice - determined by popular participant vote – includes all entries



Section 3

Road Rally

This is a street car driving event. No support vehicles of any kind will be allowed to accompany any entered vehicle starting immediately at the conclusion of event registration. Adequate trailer parking will be provided at the event venue, but all necessary tools and equipment must be contained within the participating vehicle prior to the start of road rally segment.

Total possible points: **25**

1. During the road rally portion of the specific event, various street driven vehicle operations and mandatory check-in points will be required to achieve maximum points. For example: the road rally may direct all participants through a business or shopping mall parking lot containing speed bumps or severe angle approaches. Spotters may monitor and deduct points for items such as:
 - a. Deviating from the designated route to avoid speed bumps or other obstacles
 - b. Excessive scraping or chassis contact with routine street obstacles
 - c. Failure to negotiate a U-turn in a designated space
 - d. Missing designated check-in points along the route
2. The road rally will have a designated time limit assigned at the beginning of each specific event. Participants failing to make the final stop within the designated timeframe will not receive check-in points, but will receive points for all confirmed check points made before the time expires (DNF – see rule #40).
3. Event participants must obey all posted traffic signs, signals and speed limits. Any participant that is cited for or observed disobeying traffic laws or, in the opinion of USCA officials, driving unsafely in any way, will be immediately disqualified from the event.



Section 4 Autocross

Total possible points: **25**

1. Participants must complete at least one (1) timed run over the fixed course. The official time for each run will be as measured by the automatic timer plus any penalties incurred. Failure to complete at least one (1) timed lap during the autocross segment will result in a DNF.
2. A **two-second penalty** will be imposed for knocking a pylon over or out of its outlined box. If the pylon is left standing and touching any part of its outlined box, it is not a penalty. Pointer or "lay down" cones are considered directional aids and do not impose a penalty.
3. A **DNF and no time issued** may be imposed for repeatedly not coming to a complete stop after crossing the finish line. Stop pylons will be designated at a generous distance beyond the finish line. Crossing or contact with any of the stop pylons is considered a violation and will result in a penalty.
4. **Any vehicle that spins, loops or leaves the autocross surface (2 or 4 wheels off) for any reason will be black flagged and required to report directly to the USCA event steward as soon as safely possible. Multiple black flags issued to a participant will result in immediate dismissal from the event.**
5. A participant's official score for the event will be the lowest timed lap of the segment.
6. The participant with the lowest timed lap in their respective class will be declared the winner. In the event of a tie within a class, considering the second fastest run of each tied participant for each session, and so on until the tie is broken will break the tie.



Section 5

Road Course

The road course segment will be a time trial format with three run groups running multiple sessions on the designated road course. Run groups will be designated prior to segment start based on driving experience, comfort level and abilities as determined by both the participant and USCA officials. USCA officials reserve the right to move participants to a different run group based on the input of track spotters, participant feedback, and USCA official's observations. Should you believe your driving skills do not match the USCA designation, bring documentation to make your case. Verbal attempts at proving your driving skills will not be considered and any attempts to do so may result in the invocation of rule #42. Run group designation is at the sole discretion of USCA officials and the event director.

Total possible points: **25**

Run groups will be designated as follows:

- **Run group A - Expert** - have attended and graduated an advanced course at an accredited driving school, 10-12 track days per year, familiar with competitive track flags, etiquette, rules and "racing line", may have a sanctioned competitive license, and/or competed in wheel-to-wheel racing events
 - Passing will be allowed in designated areas – specific event/track rules will apply and be communicated during event specific drivers meeting
 - Safety Equipment **required** for Run Group A
 - Helmet – SA2010
 - Neck restraint – Hans style, or SFI certified neck collar
 - Properly mounted 5 point harness or better
 - SFI 3.2A/1 rated single layer fire suit or better
 - Nomex fire retardant gloves
 - Full coverage leather shoes
 - **All entrants in the expert class must have tires with a manufacturer date within five (5) years of the date of the OSUSC event**

being entered. Here's how to check the date:

<http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=11>

- **Run group B - Intermediate** - may have recently attended or graduated a basic course at an accredited driving school, 3-4 track days per year, familiar with basic track flags, etiquette, rules and “racing line”, multiple sessions with certified performance driving instructor
 - Passing *may be* allowed via point-by only on designated portions of track – specific event/track rules will apply and be communicated during event specific drivers meeting
 - Safety Equipment **required** for Run Group B
 - Helmet – SA2010
 - Neck restraint – Hans style, or SFI certified neck collar
 - Minimum - factory or better 3 point safety belts
 - SFI 3.2A/1 rated single layer fire suit or better
 - Nomex fire retardant gloves
 - Full coverage leather shoes
 - **All entrants in the intermediate class must have tires with a manufacturer date within five (5) years of the date of the OSUSC event**
- being entered. Here's how to check the date:*
- <http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=11>
- **Run group C - Novice** - minimal performance driving instruction, less than 3 track days annually, driving only for fun & education, desires more instruction to be able to understand and enjoy performance driving
 - **Parade laps only** - passing will not be allowed on any portion of the track – individual event/track rules will apply and will be communicated during event specific drivers meeting. This is a non-competitive run group with limited and monitored speed.
 - Safety Equipment **required** for Run Group C
 - Helmet – SA2010
 - Neck restraint – Hans style, or SFI certified neck collar
 - Minimum - factory or better 3 point safety belts
 - Cotton or fire retardant long sleeves
 - Cotton or fire retardant long pants
 - Fire retardant gloves
 - Full coverage leather shoes
1. Participants must complete a minimum of one (1) timed lap for the road course segment. The official time for each run will be as measured by the transponder attached to the vehicle. Failure to complete at least one (1) timed lap during the road course segment will result in a DNF.
 2. USCA officials may, at their discretion, alter or change the road course configuration for safety, excessive speed, and to run the segment in the time allotted. All participants in all run groups will run the same course configuration.
 3. **Any vehicle that spins, loops or leaves the track surface (2 or 4 wheels off) for any reason will be black flagged and required to report directly to the USCA event**

steward as soon as safely possible. Multiple black flags issued to a participant will result in immediate dismissal from the event.

4. A participant's official score for the event will be the lowest timed lap of the segment.
5. The participant with the lowest timed lap in their respective class will be declared the winner. In the event of a tie within a class, considering the second fastest lap of each tied participant for each session, and so on until the tie is broken will break the tie.



Section 6

Speed Stop

Total possible points: **25**

1. Participants must complete a minimum of one (1) timed runs over a fixed course. The official time for each run will be as measured by the automatic timer plus any penalties incurred. Failure to complete at least one (1) timed lap during the speed-stop segment will result in a DNF.
2. A **two-second penalty** will be imposed for knocking a pylon over or out of its outlined box. If the pylon is left standing and touching any part of its outlined box, it is not a penalty. Pointer or "lay down" cones are considered directional aids and do not impose a penalty.
3. The stop box shall be designed as a 20'x40' box, designated with pylons. Contact with any of the stop-box pylons is considered a violation and will result in a DNF and no time issued. The entire length and width of the vehicle must be inside the designated stop box.
4. **Any vehicle that spins, loops or leaves the speed-stop surface (2 or 4 wheels off) for any reason will be black flagged and required to report directly to the USCA event steward as soon as safely possible. Multiple black flags issued to a participant will result in immediate dismissal from the event.**
5. A participant's official score for the event will be the lowest timed lap of the segment.
6. The participant with the lowest timed lap in their respective class will be declared the winner. In the event of a tie within a class, considering the second fastest run of each tied participant for each session, and so on until the tie is broken will break the tie.



Section 7 Points System

This USCA scoring system awards 25 points to the winner of the segment (the participant with the best performance). Subsequent points are then awarded to the 2nd through 50th place positions in descending increments. All finishers below 49th place will receive one (1) point.

The Design & Engineering portion of the event is scored as the average of the judged scores on the judging sheets. D&E finishing points DO NOT default to finish place points – example: a vehicle receives 23.7 points from the judges and finishes first in the D&E segment – the participant receives 23.7 points towards their overall score, not 25. This is designed specifically to eliminate excessive ties.

Place	Points	Place	Points
1	25.00	26	5.93
2	22.00	27	5.72
3	20.00	28	5.52
4	18.00	29	5.31
5	16.00	30	5.11
6	15.00	31	4.90
7	14.00	32	4.70
8	13.00	33	4.49
9	12.00	34	4.29
10	11.00	35	4.08
11	9.00	36	3.88
12	8.80	37	3.67
13	8.59	38	3.47
14	8.39	39	3.26
15	8.18	40	3.06
16	7.98	41	2.85
17	7.77	42	2.65
18	7.57	43	2.44
19	7.36	44	2.24
20	7.16	45	2.03
21	6.95	46	1.83
22	6.75	47	1.62
23	6.54	48	1.42
24	6.34	49	1.21



Required Decal Placement Locations

There are six (6) required decals for each participating car:

- Optima Batteries (Title Sponsor) windshield visor (1X)
- Rear windshield visor (1X)



- Series sponsor stack (2X)
(Placed between door and front wheel)
- USCA door panel (2X)
(Top of decal max. 2" below window sill)



Note: if any decal does not physically fit within these locations on your car, see a OSUSC Tech Representative. Alternative placement must be approved by OSUSC officials