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## 2019 Basic OSUSC/OUSCI Event Rules

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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 featuring 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](http://www.driveUSCA.com) for event specific schedules and detailed series information.

OPTIMA Search for the Ultimate Street Car (OSUSC) 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 may be awarded to the event winner of each class, a special “Spirit of the Event” award winner from each event, and a number of the top overall points accumulators during the USCA regular season, depending on number of class winners and available slots, regardless of class and excluding event winners.

1. All vehicles entered into OSUSC events 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/OUSCI does not allow kit cars, modern reproductions, or other vehicles that were not issued or do not have a major OE manufacturer factory affixed production tag or plate. **No open-wheeled vehicles are allowed,** and all vehicles must use a factory or reproduction hood, **structural fenders** and body panels. 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 – questions should be emailed to [info@driveusca.com](mailto:info@driveusca.com)
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 and octane boosters are allowed; however, alcohol and nitro methane are strictly prohibited. USCA officials must approve any alternative fuel source before entry.
3. Participants may accumulate points towards the championship invitational (OUSCI) in up to three separate (3) series events. Participants may, and are encouraged to, participate in all series events, and may receive points in all events, but only their best three-point totals from events will accumulate towards the championship.

4. All entrants/drivers must have a valid, government issued driver's license and must be at least 16 years of age. Everyone entering the event venue must sign a liability waiver. All drivers under the age of 18 must have a parent/legal guardian waiver signed during registration.
5. 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 continuously employed by the builder of record for a period of no less than six months prior to the start date of the event and must be able to produce a valid W-2 or 1099 statement upon request. **Non owner/builder drivers must compete in the outlaw class.**
6. The USCA sanctioned events will include five (5) segments and **will be run rain or shine:**
  - Autocross
  - Design & Engineering
  - Road rally
  - Speed stop time trial
  - Road course time trial
7. **Classes** - The USCA will recognize seven 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 in tech **without** a driver **and maximum ballast on any vehicle is limited to 300 pounds.**
  - GT – 1990 and newer 3200-pound minimum weight 2WD sedans, 4-seater coupes and late model trucks (example – 5<sup>th</sup> Gen Camaro, BMW M3/M5, late model Mustang)
  - 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, Dodge Viper)
  - GTV (Vintage) – 1989 and older 3200-pound minimum weight rear wheel drive (example – 1967 Mustang, 1987 Monte Carlo, 1974 Pontiac Firebird)
  - GTC (compact/sport compact) – Naturally aspirated or forced induction 4 cylinder or 2 rotary engines, FWD or RWD, front engine mount with max 107" wheelbase. Certain pre-1990 4- and 6-cylinder vehicles (**like Porsche**) **may run in this class, as well as certain late model rear engine vehicles (like Lotus).** All vehicles in this class must weigh, at a minimum, 95% of the factory published curb weight. **Drivers are responsible for providing documentation.** (example – Mazda Miata/MX5, Dodge Neon/SRT 4, Honda Civic/S2000, Toyota FRS) Vehicles in the GTC class that are not at least 95% of factory published curb weight **may be moved to the Outlaw class provided they meet the minimum weight requirements for that class.**
  - GTE (EV - electric vehicles) – Performance cars designated from the manufacturer as EV, must be pure electric, no hybrids, **no conversions,** or fossil fuels of any kind. (example - Tesla, BMW i3, Volkswagen E-Golf, Hyundai Ioniq). **This class is not intended for urban economy vehicles like the Leaf or Smart cars.** All EV competitors must compete at the factory published curb weight or higher.

- GTL (Lights) – ALL VEHICLES UNDER 3200 POUNDS – all vehicles participating in the GTL class must weigh, at a minimum, 95% of the factory published curb weight. **Drivers are responsible for providing documentation.** Example, if your car weighed 3000 pounds from the factory, it must weigh at least 2850 pounds to compete legally. Vehicles in the GTL class that are not at least 95% of factory published curb weight **may be moved to the Outlaw class provided they meet the minimum weight requirements for that class.**
- **Outlaw class – The Outlaw class is designed for those high-performance street cars that may not meet the requirements of the featured series classes. Vehicles that meet other GT class categories will not be allowed to run in the Outlaw class.** The Outlaw class will be run at all events as a competition within a competition, it will be a separate points class (will not take points away from standard class participants) and eligible for a class national championship. Class winners will be invited to the SEMA/OUSCI event and allowed to participate in the OUSCI championship event, compete for a class cup and an “Ultimate Outlaw” designation and trophy. In addition to other noted series requirements, Outlaw class vehicles must have:
  - a minimum overall weight of 2600 pounds or more
  - series approved 200 tread wear non-comp street tires
  - a roll bar/hoop or factory rollover protection
  - an approved and properly mounted racing seat
  - five- or six-point harness
  - fire suppression system

**Additionally, the Outlaw class:**

- will allow pro drivers or driver of your choice (owner or builder of record not required)
- will not compete in D&E segment – only timed elements. Outlaw cars will be scrutinized for “spirit of the event” build quality and must be registered and legal street cars.
- any spoiler or wing configuration with a maximum of 14” tall from its highest mounting point or a maximum height of 12” 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 9” past the furthest point of the rear of the car. No wing may exceed 14” in chord length (front to back) at any point.

**Outlaw class drivers must meet all eligibility requirements for driver experience in their respective run group as outlined in Road Course Rules section 5.**

**The Outlaw class tie breaker will be the fastest road course time trial lap time.**

**Questions regarding classing can be emailed to [info@driveoptima.com](mailto:info@driveoptima.com).**

8. Vehicles entered in competition may be weighed at any time during the event, including tech. All entries not meeting the mandated weight requirements will be immediately moved to **the outlaw class and will forfeit any and all previously earned class points.**
9. All driver/vehicle combination entries must compete in the same class throughout the entire season. Vehicles will not be allowed to compete in more than one class. Vehicle/driver combinations that register in a different class for a subsequent event will forfeit all series championship points earned prior to the event.

**10. Tube chassis vehicles (TCV's) - TCV's are not typically within the spirit of the OSUSC series, however, we acknowledge that they can be built into acceptable performance street cars. Tube chassis cars are defined as vehicles with one or more of the following:**

- **Firewall, has been moved from original factory position, or removed/replaced to accommodate chassis installation (this may also include factory floor and trunk pans)**
- **Chassis does not use original factory mounting points**
- **Roll cage is integral to chassis**
- **Body panels are attached directly to chassis**

**Aftermarket or factory replacement chassis that use factory mounting points, front subframe assemblies and other certain aftermarket components may not be considered tube chassis.**

**All TCV's must meet all of the following requirements to participate in the OSUSC series:**

- **must have a factory OE VIN# attached to the vehicle and must be licensed and registered for street driving.**
- **must weigh a minimum of 2600 pounds**
- **must not exceed 300 pounds of ballast**
- **must run in the Outlaw class regardless of overall weight or aero configuration**

**Email questions to [info@driveoptima.com](mailto:info@driveoptima.com)**

11. **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 factory that way, regardless of size, it's legal (**race car only applications, non-approved** aftermarket copies and dealer installed options are not eligible). 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. All aerodynamic modifications, including all active aero, that exceeds the published guidelines, **will be placed in the outlaw class.**

- **GT class – any spoiler or wing configuration with a maximum of 6" tall from its 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" past the furthest point of the rear of the car. No wing may exceed 8" in chord length (front to back) at any point.**
- **GTS class - any spoiler or wing configuration with a maximum of 6" tall from its 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" past the furthest point of the rear of the car. No wing may exceed 8" in chord length (front to back) at any point.

- GTV class - any spoiler or wing configuration with a maximum of 8" tall from its 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" past the furthest point of the rear of the car. No wing may exceed 12" in chord length (front to back) at any point.
  - GTC class - any spoiler or wing configuration with a maximum of 8" tall from its 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" past the furthest point of the rear of the car. No wing may exceed 8" in chord length (front to back) at any point.
  - GTE class - any spoiler or wing configuration with a maximum of 6" tall from its 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" past the furthest point of the rear of the car. No wing may exceed 8" in chord length (front to back) at any point.
  - GTL class - any spoiler or wing configuration with a maximum of 6" tall from its 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" past the furthest point of the rear of the car. No wing may exceed 8" in chord length (front to back) at any point.
  - **Any class hatchback** - any spoiler or wing configuration with a maximum of 2" tall from its mounting point or a maximum height of 2" above the lowest point of the roofline, 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" past the furthest point of the rear of the car. No wing may exceed 5" in chord length (front to back) at any point. Hatchbacks may run either factory or aftermarket aero, but not both.
12. Wickerbill – Wickerbills will be allowed on any wing, however, the maximum height of any wickerbill is limited to  $\frac{3}{4}$ " from any mounting point and must be between a 45 and 90-degree angle to the wing. Wickerbills on spoilers will be measured as overall spoiler height.
13. **Tires** - Participants **in all classes** must use 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. Eligible tires must be: a) in sufficient supply; and b) commercially available to the general public. Tires will be required to pass a technical inspection. Any modifications or chemical treatments to tires will be

unacceptable. Competitors 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. Ineligible tires for 2019 include Yokohama Advan A052, Kumho Ecsta V720 ACR, Federal 595RS-RR, and other models that do not meet the above stated criteria. If in doubt, please contact competition officials before buying tires - info@driveUSCA.com

14. 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. [How to check the tire date code](#)

15. 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 replacement 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.
16. Water may be used to cool tires between runs during the event. The use of any type of chemical treatment before or during the event is strictly prohibited and will result in immediate disqualification from the competition.
17. All types of tire warmers, including reflective wraps are prohibited.
18. 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. OUSCI vehicles displayed at the SEMA show may remove various components and/or body panels to highlight build details but must be displayed in this fashion during the entirety of the SEMA show. Making repairs or working on the vehicle is not allowed at the SEMA show.
19. All vehicles must run a complete exhaust system with mufflers (except EV) and must not exceed 103dB at 50 feet if tested. Tested vehicles exceeding 103dB will be immediately removed from competition and given an opportunity to correct the problem. Two noise violations during a single event will result in disqualification from the event and no championship points will be awarded.
20. All cars must be equipped with a suitable front and rear tow-hook (or strap), constructed of materials and installed so that they are capable of withstanding the tension required to extract the vehicle. Must have a minimum 2" diameter opening and be easily accessible. Tow point must be clearly marked on vehicle.
21. All cars must be equipped with, either from the factory or with a suitable aftermarket or fabricated, drive shaft safety loop. In the event of a driveshaft component failure, the safety loop must keep the front of the driveshaft from contacting the ground. Factory loops, tunnels, tubes or x-pipe exhaust are acceptable.
22. Each vehicle is required to display the official OSUSC/OUSCI sponsor event decal package per specifications for the duration of the event. OSUSC/OUSCI 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 instructions during tech. Windshield banners must be placed across the top of the windshield glass and no other banners may be above it – it must be the most prominent brand on the windshield. Event decal placement is not negotiable – this is OPTIMA's show. Please do not try to circumvent this rule. **We must have consistency in this regard or you will not be able to compete.** Exceptions may be made for logo stack decals and rear window banner based on vehicle panel size restrictions, with prior approval from officials or Competition Director.

23. Car livery - In addition to the required OSUSC/OUSCI 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 or is displaying at SEMA. However, graphics that **compete with current major sponsors or representing companies that are not displaying at SEMA 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.
24. **Timing & Scoring** - Timing inquiries must be brought to the attention of the scoring officials before the segment is ended. We typically record several thousand competitive laps per event, and although very unlikely, errors are possible. Do not wait until tonight or tomorrow or next week to bring it to our attention. Once the awards ceremony starts, the results are final and official.
25. Participants must be present at the awards ceremony to accept any awards. Failure to attend and accept awards may result in a forfeiture of any awards.
26. **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 (D&E segment defines a street car). The second level tiebreaker will be the faster lap in the autocross time trial. **In the event of a tie for class National Championship, the higher score at OUSCI will determine the class National Champion (both vehicles must compete in the same class as previous events at OUSCI or forfeit all national championship points)**
27. 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.
28. 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.
29. Only amateur drivers are allowed to compete for points accumulation, segment or event awards, **except in the outlaw class.** 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. 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.
30. 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. Entrants will not be allowed to compete in subsequent events until damages are paid in full.
  31. Registered participants may ride with/instruct/coach other registered participants during any of the timed segments. Other non-registered passengers will only be allowed during the road rally segment.
    - Right seat passengers must meet all the safety equipment requirements of the entered vehicle class including helmet, fire suit, harnesses, neck restraint, etc.
  32. 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.
  33. Battery safety - All combustion engine vehicles must use an AGM or maintenance free flooded battery as its primary starting battery with a minimum of 65 min. reserve capacity per SAE guidelines. No lithium batteries will be allowed unless it is original equipment for the exact vehicle entered without any modifications to the starting or charging systems.
  34. 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
  35. Helmet use is required during all non-highway segments of the event. **Helmets must have a SNELL rating SA2010 or newer. Motorcycle or DOT helmets are not allowed under any circumstances.**
  36. 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. No open toe shoes or sandals/flip flops allowed. **PLEASE SEE ROAD COURSE RULES SECTION 5 FOR SPECIFIC ROAD COURSE SAFETY EQUIPMENT REQUIREMENTS.**
  37. 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. SFI and FIA harnesses are dated and must be current. Undated or outdated harnesses will not be allowed.** Lap only belts will not be acceptable for any time trial segment (autocross, speed-stop, road course) of the event.
  38. All drivers will be required to be certified annually that they have the ability to exit the vehicle from a competition position (full safety gear and fully harnessed) within 12 seconds.
  39. Participants that drive unsafely or exhibit unsafe behavior, in the sole discretion of the USCA officials, during any segment of the event will be immediately disqualified and removed from the event.
  40. Any vehicle that spins, loops or leaves the track surface (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 the loss of championship points or immediate dismissal from the event.

41. **Protest** - any participant may file a rule protest against any other participant by submitting a written inquiry directly and in-person to the USCA event/competition director, along with a \$200 protest fee. Protests may only happen during the actual event wherein the car or driver 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, a championship points penalty, to be determined by the competition director, will be assessed or they will be immediately placed in the exhibition class 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 must be filed during the event and at least 30 minutes before the scheduled awards ceremony. This is supposed to be a friendly competition; our preference is that competitors talk to each other about misunderstandings before filing a formal protest.
42. **Conduct detrimental to the series/sponsors/competitors:** All competitors of OSUSC/OUSCI shall uphold the Basic Event Rules in order to promote, elevate and enhance the name, brand and reputation of the organization, including its staff, directors, sponsors, volunteers and all those affiliated in any way with the OSUSC/OUSCI. **ANY** act that is ruled to be detrimental to the event, series, sponsors or staff may result in a championship points penalty or removal from the event and/or series. The competition director will have complete discretion to implement penalties for any reason. Rules, infraction level, or "spirit of the event" interpretation will be at the sole discretion of the USCA competition director, steering committee or event organizers, and all decisions are final.

**Infraction Levels:**

Level 1 infraction – minor – 1-3 championship point deduction

Level 2 infraction – major – 4-6 championship point deduction

Level 3 infraction – severe – 7-10 championship point deduction

## Section 2

# Design & Engineering

All vehicles 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. Vehicles are expected to have all functional street car components as typically found in most production vehicles – two windshield wipers, at least two seats, two headlights, two taillights, two exterior turn signals front and rear, and windows that go up and down and can be used to seal the interior from wind, rain and snow.

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: **100**

**Tech Points - 64 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 tech)

1. Windshield and windows– 14 points total (window material must be clear and rigid and similar to factory glass thickness)
  - a. Front windshield - (must be DOT approved) – 4 points
  - b. RS window moves up and down and seals – 4 points
  - c. LS window moves up and down and seals – 4 points
  - d. Rear window – 2 points
2. Exterior lighting – 12 points total (1 point each)
  - a. LF headlight
  - b. RF Headlight
  - c. Hi beam headlight
  - d. LF turn signal
  - e. RF turn signal
  - f. LR brake light
  - g. RR brake light
  - h. LR turn signal
  - i. RR turn signal
  - j. Backup lights
  - k. Hazard lights front
  - l. Hazard lights rear
3. Interior electronics – 12 points total
  - a. Horn – 4 points
  - b. Audio system – 2 points
  - c. HVAC – 2 points (A/C not required)
  - d. Dome/interior lighting – 2 points
  - e. Illuminated dashboard – 2 points
4. Interior – 14 points total
  - a. Interior carpeting – 4 points
  - b. Finished door panels – 2 points
  - c. No exposed OE metal – roof, rear seating/side panels – 2 points
  - d. Padded or covered dash – 2 points
  - e. Driver and passenger seat w/safety belts – 4 points

5. Street drivability/comfort/ergonomics – 12 points total
  - a. Functioning windshield wipers – 4 points
  - b. Doors open/close from inside/out for vehicle ingress/egress – 4 points
  - c. Visibility via front, rear through camera or mirror and side view mirrors – 2 points
  - d. Vehicle underbody must clear USDOT recommended speed bump height of 3" – 2 points

**Judge points** - A panel of three qualified industry-expert judges will use USCA developed, 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. Judges may award up to 10 points, in .5-point increments for each of the **eight (8)** categories. **Participants will have 4 minutes to present their vehicle to the judges.** The Design & Engineering portion of the event is scored as the average of the three judged scores on the judging sheets plus the tech points.

**The judging categories are in order as follows:**

- **Body/Exterior finish** - Consideration may be given for the overall theme for wraps and patina paint
- Engine/driveline modifications
- Air intake/exhaust or charging/cooling systems for EV competitors
- Wheels/tires/brakes
- **Chassis/Suspension**
- Interior
- Audio/electronics
- Trunk/hatchback/bed/area behind front seats (C3 and others)

Vehicles are judged on their own merit, not against other participating vehicles. Judges will evaluate using a show room stock new car as a baseline to judge the above criteria. On a scale of 1-10, show-room stock new is 5. If criteria of the judged vehicle are better than show-room stock new, judges will award more than 5, if the criteria are inferior, judges will award less than 5.

## Section 3

# Road Rally

This is a performance 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: **100**

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.
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, driving unsafely in any way, in the sole discretion of the USCA officials, will be immediately disqualified from the event.
4. It is highly encouraged for drivers to take photographic evidence of your check-in at the designated points to avoid any points controversies.

## Section 4

# Autocross

Total possible points: **100**

1. The official time for each run will be as measured by the automatic timer plus any penalties incurred.
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 (did not finish)** will 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 cones or pylons after the finish beam is considered a violation and will result in a DNF.
4. **Any vehicle that spins, loops or leaves the autocross surface (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 a deduction of championship points or immediate dismissal from the event.**
5. A participant's official score for the event will be the lowest timed lap of the segment, or the combination of left/right side lowest times during OUSCI.
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.
7. Burnouts, dry hops, etc. anywhere in the grid or staging area is strictly prohibited and may result in a deduction of championship points.

# 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 Competition Director.

Total possible points: **100**

Run groups will be designated as follows:

- **Run group - Expert** – Guidelines – may 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 Expert
    - 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/OUSCI event being entered. [How to check the tire date code](#)***
- **Run group - Intermediate** – Guidelines - may have recently attended or graduated a basic course at an accredited driving school, 5-8 track days per year, familiar with basic track flags, etiquette, rules and “racing line”, multiple sessions with certified performance driving instructor
  - Passing will 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 Intermediate
    - Helmet – SA2010
    - Neck restraint – Hans style, or SFI certified neck collar
    - Minimum - factory or better 3-point safety belts, 5-point or better recommended
    - 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: [How to check the tire date code](#)***

- **Run group - Novice** – Guidelines - 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
    - **Lead/follow laps only** - passing **may** be allowed on designated straightaway – 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
        - SFI 3.2A/1 rated single layer fire suit or better or
        - 100% cotton long sleeve shirt and pants
        - Fire retardant or leather gloves
        - Full coverage leather shoes
1. The official time for each run will be as measured by the transponder attached to the vehicle.
  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. Participants in all run groups will run the same course configuration.
  3. **Any vehicle that spins, loops or leaves the track surface (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 a deduction of championship points or 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.
  6. Swerving, burnouts, dry hops, etc. to warm tires is strictly prohibited on pit lane and may result in a deduction of championship points.
  7. Contact with any marker (cone, barrel, etc.) designating a speed monitoring or limiting element such as a chicane or bus-stop, may result in the loss of your fastest recorded lap time of the day



## Section 6

# Speed Stop

Total possible points: **100**

1. The format will be a side-by-side down and back course layout that will feature a turnaround, slalom, and a stop box. A complete “lap” will be a total of the fastest left side course time added to the fastest right-side course time. The official time for each run will be as measured by the automatic timer.
2. A DNF (did not finish) will be imposed for knocking a pylon over or out of its outlined box. If the pylon is left standing and is touching any part of the outlined box, it is not a penalty.
3. The stop box shall be designed as a 20'x40' box, designated with pylons. A DNF (did not finish) will be imposed for touching any stop box pylon.
4. The entire length and width of the vehicle must be inside the designated stop box.
5. **Any vehicle that spins, loops or leaves the speed-stop surface (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 a deduction of championship points or immediate dismissal from the event.**
6. A participant's official score for the event will be the lowest timed lap of the segment.
7. 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.
8. Burnouts, dry hops, etc. anywhere in the grid or staging area is strictly prohibited and may result in a deduction of championship points.

## Section 7 Points System

This USCA scoring system awards 100 points to the winner of the segment. Subsequent points are then awarded to the 2nd through 100<sup>th</sup> place positions in descending increments. **All finishers including and beyond 100 will receive 1 point.**

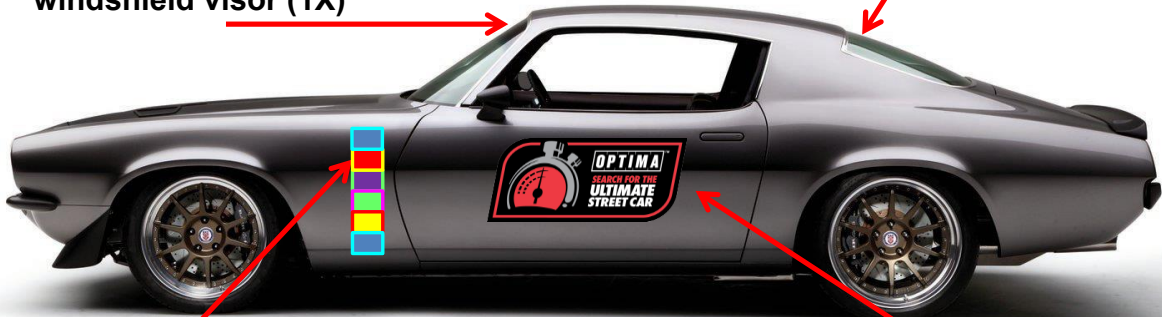
Position	Points	Position	Points	Position	Points	Position	Points
1	100	26	75	51	50	76	25
2	99	27	74	52	49	77	24
3	98	28	73	53	48	78	23
4	97	29	72	54	47	79	22
5	96	30	71	55	46	80	21
6	95	31	70	56	45	81	20
7	94	32	69	57	44	82	19
8	93	33	68	58	43	83	18
9	92	34	67	59	42	84	17
10	91	35	66	60	41	85	16
11	90	36	65	61	40	86	15
12	89	37	64	62	39	87	14
13	88	38	63	63	38	88	13
14	87	39	62	64	37	89	12
15	86	40	61	65	36	90	11
16	85	41	60	66	35	91	10
17	84	42	59	67	34	92	9
18	83	43	58	68	33	93	8
19	82	44	57	69	32	94	7
20	81	45	56	70	31	95	6
21	80	46	55	71	30	96	5
22	79	47	54	72	29	97	4
23	78	48	53	73	28	98	3
24	77	49	52	74	27	99	2
25	76	50	51	75	26	100	1



## 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)
- OSUSC door panel (2X)



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