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2024 Basic OSUSC/OUSCI Event Rules

Version 3

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The Spirit of the OSUSC

What is the purpose?

The primary focus of the USCA has been and will continue to be to showcase high-quality high-performance street cars featuring aftermarket parts to perform at a high level. In addition, we want to provide an outlet for owners of high-performance street cars to congregate, socialize and participate in an event designed to showcase the performance of their vehicle and create an infectious environment that promotes sponsors products and the automotive aftermarket industry. We stress safety, fun, organization and friendly competition.

What is the goal?

These rules are intended to encourage the spirit of a safe and fun event. The USCA understands that not everyone will like the rules, weekend format, or play nicely with others, therefore we have rule #1. The series is for you, not about you. We expect you to represent the series, series sponsors, and competition staff with respect. Please visit www.driveUSCA.com for supplemental rules, event specific schedules, and detailed series information. All questions regarding rules should be emailed to Chief of Tech Mike Morrison at mikem@driveusca.com, or Chief Steward Jimi Day at jimi@driveusca.com.

What do I win?

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) Championship, held annually in Las Vegas, NV, immediately following the SEMA show. Invitations to the OUSCI Championship will be awarded to the event winner of each class (excluding Outlaw class), a special "Spirit of the Event" award winner from each event. Invitations will also be awarded to the top-3 vehicles from each class competing for the OUSCI, who did not yet earn an invitation during the regular season, as well as 10 additional at-large entries, based on their season-long point totals, regardless of class. Seven (7) Outlaw class vehicles that meet rules requirements will also be invited.

Section 1

General Rules

1. **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 Chief Steward 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 Chief Steward, steering committee or event organizers, and all decisions are final.

Infraction Levels:

Level 1 infraction – minor: 1 - 5 championship point deduction

Level 2 infraction – major: 5 - 15 championship point deduction

Level 3 infraction – severe: 16 + championship point deduction

2. 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, or be OE “officially licensed” reproductions. The OSUSC/OUSCI does not allow commercial rental cars, kit cars, or other vehicles that were not issued or do not have a major OE manufacturer factory affixed production tag/plate or official OE license for reproduction. No open-wheeled vehicles are allowed, and all vehicles must use a factory or reproduction hood, structural fenders and body panels. Scoops, splitters, 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.
3. 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. **It is the entrants responsibility to read the series rules and bring a legal car to the event.**
4. Gasoline, ethanol, diesel fuel, bio-diesel, electricity, and hydrogen 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.
5. Each participant is responsible for any and all cleanup and/or USCA equipment (including transponders) or track 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.
6. Participants may accumulate points towards the championship invitational (OUSCI) in up to two separate (2) series events. Participants may, and are encouraged to, participate in

all series events, and may receive points in all events, but only their best two (2) point totals from events will accumulate towards the championship.

7. 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.
8. 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.
9. 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.
10. 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. Ownership is determined by matching name on title and registration. Questionable ownership must be verified by a bill of sale clearly showing the sale date and sale price. 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.
11. Only amateur drivers are allowed to compete for points accumulation, segment, or event awards, except in the Lucky 7 Outlaw class. The USCA defines amateur drivers as: 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: one that competes or has competed at a high level of racing or time trial competition, for compensation that is a significant or primary source of income.
12. 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.
13. The USCA sanctioned events will include five (5) segments and **will be run rain or shine**:
 - Design & Engineering
 - Autocross
 - Road rally
 - Acceleration/braking
 - Road course time trial
14. **Classes** - The USCA will recognize eight classes within USCA sanctioned events and reserves the right to weigh any vehicle at any time during the event or event activities. 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. 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 (example – 5th 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)
- **GTR** (reproduction/replica) - vehicle must be a replica of a vehicle that was produced by a major OE manufacturer (Ford, Chevrolet, Shelby, etc.) and must be officially licensed by OE manufacturer. No custom designed or custom branded vehicles or kit vehicles are allowed. Vehicles must compete at, or above replica manufacturer published curb weight with a minimum weight requirement of 2350 pounds. **Drivers are responsible for providing all documentation.** Only Superformance and Classic Recreations replicas are currently approved for this class. GTR class participants will compete for regular OUSCI Championship invites, determined by the highest combined two-event points total, and will compete for the “GTR” class cup. GTR class participants are not eligible to win “The Ultimate Street Car” designation.
- **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. 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.
- **GTT** (Pro-touring truck/SUV/van) - Front engine, SWRD (single rear wheel drive) or AWD truck/SUV/van vehicles with a minimum weight of 3200 pounds built on a truck chassis and marketed as truck/SUV/van from the factory (example - Chevy C or S series, Ford F series, Trailblazer, Explorer, etc.) Eligible vehicles must be factory height or lower. Trucks must have at least 50% bed floor coverage including wheel wells that cover the tires, and a tail gate or other solid rear panel. Bed floor must be the entire width of the bed and does not include wheel well measurements. It is measured front to rear, not in square footage. Example - an 8’ bed must have at least 48” of bed floor the entire width of the bed not including the wheel wells. Bed floor can be stock, aftermarket or fabricated. For safety, bed covers must be of a rigid material and require an integral connection to the truck bed, or they must be removed prior to entering the event.
- **GTL** (Lights) – ALL VEHICLES (excluding GTC class) UNDER 3200 POUNDS – all vehicles participating in the GTL class must weigh, at a minimum, 95% of the

factory published curb weight. All vehicles in this class must weigh less than 3200 pounds. Vehicles over 3200 pounds must run in their designated class. **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.

- **“Lucky 7” Outlaw** – The Lucky 7 Outlaw class is designed for pro drivers, high-performance street cars that may not meet the requirements of the featured series classes, or highly modified vehicles designated as a TCV*. Vehicles that fit other GT class categories are not allowed to run in the Lucky 7 Outlaw class. The Lucky 7 Outlaw class will be run at all events as a competition within a competition, it will be a separate points class and eligible for a class national championship. Outlaw class participants will compete for one of seven OUSCI Championship invites, determined by the highest combined two-event points total, and will compete for the “Ultimate Outlaw” class cup. Lucky 7 Outlaw participants are not eligible to win “The Ultimate Street Car” designation. Additional Outlaw class requirements/rules:
 - a minimum competition weight of 2600 pounds
 - series approved 200 tread wear non-comp street tires
 - must run a minimum of two championship points events
 - a roll bar/hoop or factory rollover protection
 - five- or six-point harness
 - will allow pro and former pro drivers or driver of your choice
 - will not compete in D&E segment – only the three timed segments and Road Rally. Outlaw cars will be scrutinized for “spirit of the event” build quality and must be licensed and registered legal street cars.
- **Tiebreaker Lucky 7 Outlaw class** - In the event of a tie for the overall event finish, the first default tiebreaker is the faster lap in the autocross. The second level tiebreaker will be the faster lap in the road course time trial. In the event of a points tie for one or more of the seven OUSCI invites, the first tie breaker will be the competitor that has run the most championship events during the season. The second level tie breaker will be the combined autocross finishing position points from the two practice events.

***Chassis definition:** Vehicles with stock chassis with bolt-on upgrades to OE suspension, or commercially available front subframes, or stock chassis with full aftermarket suspension, or commercially available aftermarket chassis will run in the above designated classes. If you fabricated and built a substantial portion of the vehicle chassis yourself, or the chassis and/or components you have are not commercially available in volume from you or your builder, your vehicle may be considered a tube chassis vehicle (TCV). Please email info@driveusca.com to discuss your chassis and be prepared with lots of detailed pictures. The USCA Chief Steward will make a determination if your build meets the spirit of this street car series. All

decisions are final. TCV's must meet all 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

15. **AERO** – participant vehicles are allowed to have any factory installed aero packages available on their specific vehicle platform. If it came from the factory on the vehicle platform (including active aero), regardless of size, it's legal (race vehicle 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. Any modification to a wing or spoiler that exceeds the published guidelines (Viper ACR, Corvette ZL1 and others), is not allowed. Any vehicle with aftermarket active aero will also be placed in the Outlaw class.

- **GT** – any spoiler or wing configuration with a maximum of 6" tall from the highest point on the rear of the decklid 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 9.5" chord length (front to back) at any point.**
- **GTS** - any spoiler or wing configuration with a maximum of 6" tall from the highest point on the rear of the decklid 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 9.5" chord length (front to back) at any point.**
- **GTV** - any spoiler or wing configuration with a maximum of 8" tall from the **front leading edge of the wing or spoiler, measured from the center of the wing/spoiler.** 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. **Single element wings only, multi-element wings are prohibited. Gurney flaps may not exceed 1/2" in height.**
- **GTR** - due to the purpose-built nature of the GTR class vehicles, only manufacturer aero options are allowed.
- **GTC** - any spoiler or wing configuration with a maximum of 8" tall from the highest point on the rear of the decklid/bedside 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/truck and must not extend more than 6" past the furthest point of the rear of the car/truck. **No wing may exceed 9.5" chord length (front to back) at any point.**

- **GTT truck** - any spoiler or wing configuration with a maximum of 10" tall as measured from the bedside. The maximum width of the spoiler/wing must be no wider than the original panels of the truck and must not extend more than 6" past the furthest point of the rear of the truck. No wing may exceed 14" in chord length (front to back) at any point. For safety, bed covers must be of a rigid material and require an integral connection to the truck bed, or they must be removed prior to entering the event.
 - **GTL** - any spoiler or wing configuration with a maximum of 6" tall from the highest point on the rear of the decklid/bedside 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/truck and must not extend more than 6" past the furthest point of the rear of the car/truck. **No wing may exceed 9.5" chord length (front to back) at any point.**
 - **Hatchback/SUV/van** - any spoiler or wing configuration with a maximum height of 2" above the highest point on the rear of the roofline. 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 9.5" chord length (front to back) at any point.** Hatchbacks/SUV/van may run either factory or aftermarket aero, but not both.
 - **Outlaw** - any spoiler or wing configuration with a maximum of 14" tall from the highest point on the rear of the decklid/bedside 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.
16. **Splitters and wickerbills** – Splitters are unregulated in all classes. Wickerbills will be allowed on any wing, however, the maximum height of any wickerbill is limited to ¾" 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.
17. **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 include the Kumho Ecsta V720 ACR, **all Vitour tires** and other models that do not meet the above stated criteria. If in doubt, please contact competition officials before buying tires - info@driveUSCA.com
18. **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 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](#)

19. 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.
20. 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.
21. All types of tire warmers, including reflective wraps are prohibited.
22. 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.
23. All vehicles must run a complete exhaust system with mufflers (except EV). **Certain tracks may have a dB limit, this will be communicated prior to the event in the supplemental rules.**
24. 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. Vehicles with improper or missing tow hooks/straps will be issued a **five point minor penalty**.
25. 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.
26. 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), and a windshield 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. Vehicles with missing or incorrect decal placement will not be allowed to compete until corrected. Exceptions may be made for logo stack decals and rear window banner based on vehicle panel size restrictions, with prior approval from tech officials or Chief Steward.
27. 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.

28. **Timing & Scoring** - Timing inquiries must be brought to the attention of the scoring officials before the segment is ended. Once the awards ceremony starts, the results are final and official.
29. **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)
30. Registered participants may 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 seat, helmet, fire suit, harnesses, neck restraint, etc.
31. 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. Lithium batteries must be appropriate for the application, must have an integrated BMS (battery management system), and must not have any modifications to the starting or charging systems.
32. 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. **Arm restraints must be worn during all road course segments and all track x segments.**
33. Helmet use is required during all non-highway segments of the event. **Helmets must have a SNELL rating of SA2015 or SA2020. Open face helmets are no longer allowed during road course segments. Motorcycle or DOT helmets are not allowed under any circumstances.**
34. Non-synthetic clothing (cotton, wool, leather, etc.) shall be required during any non-highway segment of the event. No tank tops, sleeveless shirts, or open toe shoes or sandals/flip flops allowed. **A minimum single layer firesuit or jacket/pants (SFI 3.2A/1) is required for road course time trial competition.**
35. Seatbelts or safety harnesses must be installed correctly and worn properly during all segments of the event. Acceptable driver restraints include a) 3-point factory installed seat belt with functional steering wheel airbag, or b) anti-submarine (ASM) 4-point harness, or c) 5- or 6-point racing harness. **SFI and FIA harnesses are dated and must be current.**
36. Head and Neck Restraints - SFI 38.1 or FIA 8856-2010, or SFI 3.3 neck collar MUST be worn during all autocross, acceleration/braking challenge and road course segments.
37. All drivers will be required to be certified annually that they can exit the vehicle from a competition position (full safety gear and fully harnessed) within 12 seconds.

38. 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.
39. **Protest** - This is supposed to be a friendly competition; our preference is that competitors talk to each other about misunderstandings before filing a formal protest. However, any participant may file a rule protest against any other participant by submitting a written inquiry directly and in-person to the USCA event/Chief Steward, 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 Chief Steward, will be assessed and the participant may be removed from championship points competition. If the inquiry is found to be within the confines of the rules, the protested participant will continue to compete for championship points. Protests must be filed during the event and at least 30 minutes before the scheduled awards ceremony.

Section 2

Design & Engineering

All vehicles (except for the Lucky 7 Outlaw class) 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

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/ **EVs: battery management systems – cooling/charging upgrades**
- Wheels/tires/brakes
- Chassis/Suspension
- Interior
- Audio/electronics
- Trunk/hatchback/bed floor/bedcover or 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.

Participants will not be penalized for extra safety equipment, or for normal dust/scuff marks that are a result of the competition.

Section 3

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 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 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. **Any vehicle that spins, loops, or leaves the autocross designated course for any reason will receive a DNF. Multiple DNF's issued to a participant may 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, or the combination of left/right side lowest times on a side-by-side course.
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 run of each tied participant for each session, and so on until the tie is broken will break the tie.
6. Burnouts, tire warming, brake checking, etc. in paddock, grid, or staging area is strictly prohibited and may result in a deduction of championship points.
7. Reruns are a minimum 5 car wait or 5 minutes. No car adjustments allowed. No hot lapping. **Reruns are dependent on format and location.**

Section 4

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 5

Acceleration/Braking Challenge

Total possible points: **100**

1. The format will be a single or side-by-side down and back course layout that concludes with a stop box. It may also feature a drag-style light that can capture reaction time. A complete "lap" will be a total of the fastest single course time, or in the case of a side-by-side format, 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. The stop box shall be 20'x40', designated with pylons/tuff blocks.
2. A DNF (did not finish) penalty will be imposed for knocking a pylon over or out of its outlined box anywhere on the designated course.
3. The entire length and width of the vehicle must be inside the designated stop box, and the vehicle must not contact, or move, any of the cones or pylons that define the stop box. Violations will result in a DNF. Upon completion, vehicles must exit the rear of the stop box via the designated red cones only - any other exit is prohibited and will result in a DNF.
4. **Any vehicle that spins, loops, or leaves the speed-stop designated course for any reason will be issued a DNF. Multiple DNF's issued to a participant may 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 on a side-by-side course.
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, tire warming, brake checking, etc. in paddock, grid, or staging area is strictly prohibited and may result in a deduction of championship points.

Section 6

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 practice times. 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. Run group designation is at the sole discretion of USCA officials and the Race Director.

Total possible points: **100**

USCA participants should meet or exceed at least one of the following minimum guidelines:

- **have attended or graduated a basic course from an accredited road course training program**
- **multiple track days or race events (5-8) with a recognized organization (USCA, Shelby Club, Porsche Club, BMW Club, NASA, etc.)**
- **Solo approved through a recognized HPDE program**
- **hold a current recognized competition license**

Participants that do not meet the above stated guidelines will be placed in a “novice” group that will run separately from more experienced drivers.

Safety Equipment **required** for Road Course Time Trial

- Helmet – SA2015 or SA2020
- Neck restraint – SFI 38.1 or FIA 8856-2010, or SFI 3.3 neck collar
- Properly mounted and current driver restraints per General Rule #35
- SFI 3.2A/1 rated single layer fire suit or better
- SFI or FIA certified fire retardant gloves
- SFI or FIA fire retardant socks and full coverage leather shoes
- **Arm restraints for open cockpit or convertibles.**

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 may result in a deduction of championship points or immediate dismissal from the event.**
4. The participant with the lowest combined lap times from two (2) separate road course competition sessions will be declared the winner. In the event of a tie within a class, considering the second fastest combined time of each tied participant for each session, and so on will break the tie.

5. Participants that do not start a scheduled competition session, or those that suffer off-track or mechanical failure requiring extrication from the track during the scheduled competition session will be issued a time of 10:00:00 minutes for that session.
6. Participants will be put in the road course competition grid based on practice times. Participants that arrive 5 or more minutes late to grid will start at the back of the grid regardless of practice time.
7. Tire warming, brake checks, burnouts, etc. to warm tires is strictly prohibited in paddock, grid or pit lane and may result in a deduction of championship points.
8. Contact with any course marker (cone, barrel, etc.) or speed monitoring or limiting element such as a chicane or bus-stop, will result in the loss of your fastest recorded lap time of the day.

Road Course Challenge Format

Saturday Afternoon – Practice Session

All drivers will be split equally into two separate run groups (Group A and B) for the one-hour **Practice Session**. There are no differences between Group A and Group B, this is simply to split the field. Each group will receive one half hour of open track time to put down their fastest practice time. The practice times will be used to place the drivers in one of the three groups (Red Group, Yellow Group and Blue Group) for the competition sessions on Sunday. Drivers will be split into the three groups equally based on car count, for example, if we have a car count of 75 there will be 25 drivers in each group.

Sunday – Competition Sessions 1 & 2

Drivers will have two sessions on Sunday running in the group they've been assigned following Saturday's Practice Session. Each session will allow the drivers to have 2 – 3 timed laps (depending on track length). Each driver's fastest time from Session 1 will be combined with their fastest time from Session 2 to determine the overall Road Course Challenge time for the segment.

Key Items:

- Run groups are determined by times from the Practice Session.
- Drivers will be segmented into three groups based on practice times:
 - Red Group – fastest 1/3 drivers
 - Yellow Group – 2nd fastest 1/3
 - Blue Group – 3rd fastest 1/3
- If a driver misses practice, they will be placed into the Blue Group
- Fast lap times combined from both competition sessions for overall time. This requires drivers to perform well in both sessions.
- If you miss a competition session you will be assigned a lap time of 10:00.000 for that session.

Sample Weekend Road Course Schedule (tentative and subject to change)

Saturday:

4:00 PM – 4:30 PM – Group A Practice Session

4:30 PM - 5:00 PM - Group B Practice Session

Sunday:

9:00 AM – 9:15 AM - Red Group Competition Session 1

9:15 AM – 9:30 AM - Yellow Group Competition Session 1

9:30 AM - 9:45 AM - Blue Group Competition Session 1

4:00 PM – 4:15 PM - Red Group Competition Session 2

4:15 PM – 4:30 PM - Yellow Group Competition Session 2

4:30 PM - 5:00 PM - Blue group Competition Session 2

Section 7 Points System

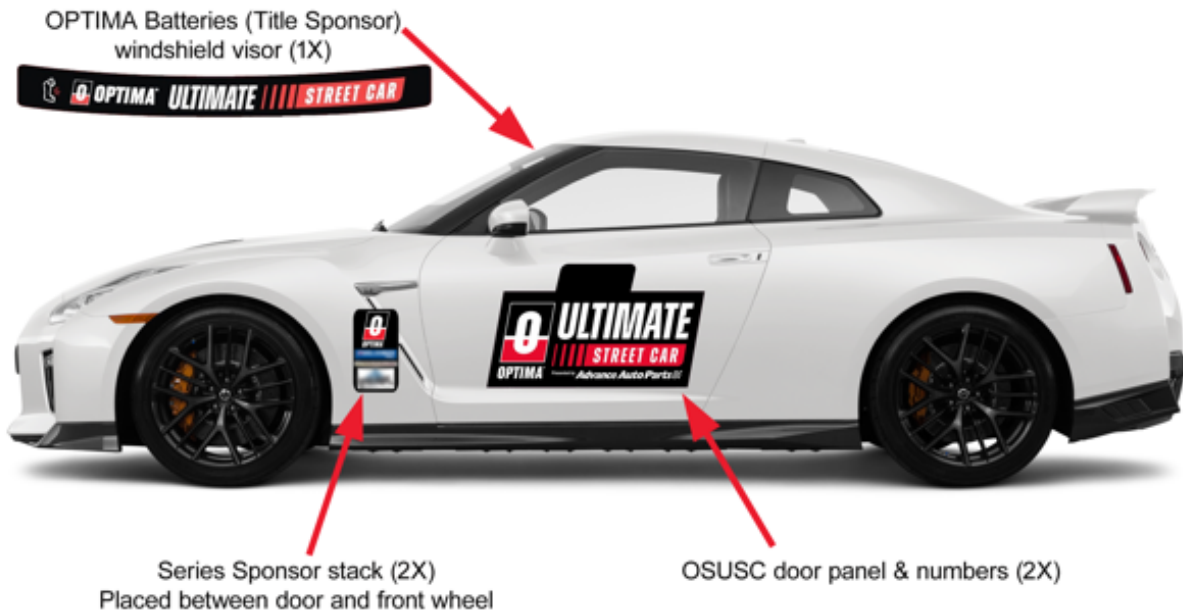
This USCA scoring system awards 100 points to the winner of the segment. Subsequent points are then awarded to the 2nd through 100th place positions in descending increments. All finishers including and beyond 100 will receive 1 point.

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 five (5) required decals for each participating car



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

