

2009 USACI SPL Rules

This section of the USACI rulebook was written by the USACI Rules & Ethics committee in order to retain the basic ideas that have always made auto sound competition fun and fair. Each year, USACI forms a committee of members to gain input from its competitors, the goal being to make the contests fair, fun and challenging. This rule Book and any subsequent refinements are the result of those meetings. It is USACI's sincerest hope that these rules will be received as an example of the organizations continuing efforts to promote the competitor's responsibility to know and adhere to the rules contained herein.

USACI reserves the right to make written amendments to this rule Book without prior written notification to its members. USACI will however, make every effort to notify active members via the Internet and/or by distributing any written changes during the registration process of a sanctioned USACI contest. All competitors and enthusiasts are encouraged to visit our web site at www.usaci.org for rules updates, event schedules and event results.

The rules set forth in this section of the rule Book shall be used by the USACI official(s) and/or judging staff at all USACI Sanctioned events. It is the responsibility of event officials and staff to adhere to these rules to the best of their ability. In consideration of that, each competitor should read this manual and have a thorough understanding of its contents when designing or improving a competition mobile audio system. Ultimately, it is the competitors' responsibility to know and abide by the USACI rules.

Best regards,

Ralph L. Randall

President, USACI

(c) Copyright 1986 - 2009 United States Autosound Competition International, Inc.

All rights reserved. No part of this publication may be reproduced, transcribed, stored in a retrieval system, or translated into any language or computer language, in any form or by any means, electronic, mechanical, magnetic, optical, chemical, manual or otherwise, without the prior written permission of United States Autosound Competition International, Inc.

USACI OUTLAW SPL GENERAL RULES

DIVISIONS:

Outlaw SPL divisions are based on the configuration of the system and vehicle. Specific guidelines for each division will be discussed in their respective sections of this book.

POWER CLASSES: See Appendix A – Power Class and Division Limitations

AMPLIFIERS DEFINED:

One amplifier is considered one power supply, one system board, driving 1 or 2 channels. A 3-4-channel amp would be considered two amplifiers. A 5-6-channel amp would be considered three amps and so on. A single heat sink with more than one power supply or system board may be considered more than one amplifier at the discretion of USACI.

A car audio system's total wattage shall be determined by the highest manufacturer rated output divided by the proper number to ascertain the 4 ohm power output, or the manufacturer's 4 ohm rating, whichever is higher. If any amplifiers rating cannot be determined, that amplifier will be moved to the highest power class in that division until such time as a rating can be determined. USACI reserves the right to independently test any amplifier to determine the true RMS power rating and reclassify that amplifier as needed.

BATTERIES and BATTERY LIMITATIONS DESCRIBED:

The physical size of each battery is limited to 800 cubic inches (13110 cubic cm) or less. (Height x Length x Width. Excluding the battery terminals.) The physical shape of the battery is irrelevant. These size limitations apply only to classes with defined battery limits. Any class and/or division that allows unlimited batteries will not be bound by this definition.

PROPER POWER CLASS:

A competitor may not compete in a power class other than the one that his/her total system power dictates. The exception to this would be the unlimited or "OPEN" power class

Any and all amplifiers within the vehicle under test will be included in the system's total power. This sum will not include the power, if any, of the systems source unit (radio, cassette tape or CD player) unless it is actively driving a speaker or a group of speakers. All amplifiers in the vehicle must be operational and actively used in operating the sound system during testing or be physically removed. At local events amplifiers may be left in the vehicle provided the event director has the ability to definitively determine the amplifier is not in use.

Competitors whose systems include amplifiers that are not manufacturer rated, are modified internally, or not commercially available will be required to compete in the unlimited power class of their respective division.

POWER SOURCE All audio equipment must derive its power from the vehicle power source. No external power sources (battery chargers, etc.) will be allowed. In the case of a podium, power must be drawn from the vehicle power source. The test vehicle's engine may be running during testing, but will be limited to 1200rpm. The vehicle's emergency brake must be set during testing.

USACI OUTLAW SPL JUDGES:

Outlaw SPL judges shall be appointed by the head judge or the event sponsors and are subject to approval by USACI. A USACI Outlaw SPL judge shall not be allowed to judge any vehicle being entered by an immediate family member, employee, employer or substantial customer. The head judge may appoint an alternate to judge that vehicle. It is within the head judge's or other USACI Outlaw SPL official's authority to decide the application of this rule to any disputes.

JUDGING ORDER:

The head judge will determine if there is a specific judging order. Judging will end when all vehicles have been judged. No score or refund will be given to a competitor who fails to have their vehicle in the judging line before the judging has ended.

"5 Minute Rule"

Any competitor who allows or causes more than a 5-minute "gap" between cars at the judging station may have 1 point deducted from their highest score at the discretion of the event director.

USACI reserves the right to run an event using either an in-place or specific order judging routine. At any event it is the responsibility of the event coordinator or head judge to inform the competitors involved of the details of that day's judging format.

MULTIPLE JUDGING LINES:

Some events may form two or more judging lines in order to expedite the judging process. In such cases all competitors in a particular power class and division will be judged in the same line and on the same test equipment. It is the responsibility of the competitor to confirm which lane his or her power class and division is to be judged in.

DRIVING THE VEHICLE THROUGH:

Judging shall be conducted with each competitor's vehicle being driven through a judging line in an orderly fashion and under its own power. The vehicle must be capable of entering and exiting the judging area under its own power. Vehicle malfunctions may be an exception to this rule and will be evaluated by the head judge on an individual basis.

SYSTEM OR VEHICLE MALFUNCTIONS:

An equipment or vehicle malfunction is the competitor's responsibility. Once the vehicle is in position to be judged, the competitor shall be allowed a maximum of five minutes to correct or repair any malfunction. After the allotted time has expired, the vehicle must be judged if possible or given a score of zero. No repairs will be allowed after SPL testing has started. No refunds will be given.

RERUNS:

At most events competitors will be allowed to rerun their vehicle to improve their score or standing. If a competitor chooses to rerun his or her vehicle, the sound system must be made up of the same size speakers, the same number of speakers, and the same number of amplifiers as was in the vehicle on its first SPL attempt. A change in brand or power rating is acceptable

provided the new equipment does not change the power class or division of the vehicle. There will be an additional fee for all reruns. All competitors must have an operational system in their vehicle at the time of registration. This system must be the system the competitor competes with at the event. Competitors may change equipment in case of malfunction, but entire systems and enclosures may not be swapped.

Intent: The intent of this rule is to prevent competitors from sharing the same audio system in more than one vehicle. The head judge at the event shall interpret this rule and such decision may only be appealed to the USACI rules and ethics committee.

IN CASE OF A TIE:

In the rare event that two or more competitors in the same power class and division receive the same final score, the winner will be determined by a run off. If after one runoff there is still a tie, there may be additional run offs or the head official may conduct a coin toss. This will be left to the discretion of the head event official.

Disrupting An Event

The head judge or event director reserves the right to deduct points or ask any competitor to leave an event if the competitor's behavior becomes disruptive during the course of the event. If a disruptive competitor is asked to leave, the competitor will not receive a refund. Any points or awards the competitor might have earned at that event will be forfeited. Competitors will be responsible for the actions of their guests at the event.

If the cause of the inappropriate behavior is believed to be alcohol or any other controlled substance, USACI has the right to ban the competitor from competing in any sanctioned USACI events for a minimum of one year.

To help assure that every USACI event is conducted in a safe environment, no weapons in the possession of a competitor or anyone accompanying a competitor will be tolerated. If the competitor does not comply with this demand, he or she will be disqualified, asked to leave the event site or be escorted from the site by the local authorities. Any threats towards anyone involving a weapon, however casual, shall be deemed just cause for banning the competitor from ever again competing in any USACI sanctioned event. No refunds will be given for being disqualified.

Protests:

If a competitor has made a plausible complaint, involving any unfair or illegal item which may be hidden in another competitor's vehicle in the same power class and division, and would require disassembly of that vehicle or audio system to verify its existence, then the complaint must be accompanied by a cash security deposit. **(No checks)** Such complaints may only be made after the vehicle in question has been judged at that event and before any prizes are awarded. The security deposit required to file a protest at a Regular or Double Points event would be \$500. Regional, Triple, and finals events will be \$1000.

The Head Judge must have the security deposit in hand before any action may be taken. The Head Judge would then appoint two qualified persons to disassemble the vehicle for inspection. The competitor whose vehicle is in question may elect not to have their vehicle inspected by disqualifying themselves from the event with no refund. If, in the Head Judge's opinion, the vehicle in question is found to be inconsistent with this rule book, the cash security deposit will be returned to the competitor making the complaint and the competitor in question may be disqualified from that event and all future USACI events for a period of up to two years. If an

inconsistency is ruled to be unintentional, then the competitor in question may only be disqualified from that event. If in the Head Judge's opinion, no inconsistency is found in the vehicle in question, then the cash security deposit, less 20% USACI protest fee, will be awarded to the competitor whose vehicle was inspected and it will be the responsibility of the competitor who was protested to reassemble the vehicle or audio system.

A USACI member may protest the output of any brand and model of amplifier. The protest procedure will entail the member sending a letter of protest to the USACI office containing the make and model of the amplifier to be protested. A \$300 nonrefundable protest fee must accompany this request. USACI will acquire the amplifier and test the amplifiers at the USACI offices in order ascertain if the amplifier's actual output falls within the published output specified by the manufacturer. If this amplifier is found to produce 120% or more of its rated power, that amplifier will be disqualified until the manufacturer correctly rates that amplifier. The USACI rating standard is 14.4 volts with a 4 ohm non-inductive load measured at 62hz at 1% THD.

Appealing a Decision:

If a competitor questions his or her score or the possible error in the judging process by which that score was achieved, the competitor may seek explanation by the judge or head judge of the event. The decision of the head judge will be considered final at that event. After the event a competitor may petition the USACI Rules & Ethics committee to reconsider either a rule or a head judge's decision. Neither USACI nor an event sponsor assumes responsibility for any awards previously given another competitor, even if in error.

SOUND PRESSURE LEVEL TESTING:

All occupants of the vehicle under test shall have proper hearing protection placed over their ears if remaining in the vehicle for testing. Refusal to wear properly placed hearing protection or removal of it during the test shall be cause for immediate disqualification from the event and no score or refund will be given. Neither the competitor nor the judge will be allowed to be in any vehicle in the Super Modified class. Competitors in Super Modified will be required to control the audio system from outside of the vehicle and the microphone/sensor will be placed on a microphone/sensor stand to be provided by the competitor. **Only the registered owner of the vehicle or his/her attorney-in-fact may be inside the vehicle during SPL testing. The SPL microphone may not be placed on the same side of the vehicle as the competitor. Competitor must remain in the front of vehicle (forward of "B" post) during testing.** (Updated 12/23/2008)

An audio system's Sound Pressure Level will be measured using an approved sound pressure level meter. Software for this test must be the current version of the USACI Outlaw SPL competition compact disc. The director of the USACI event will provide a disk in case the competitor does not have his own disk.

The SPL judge will be responsible for making sure the SPL meter is set up and functioning correctly.

The competitor must have the vehicle ready to test prior to entering the judging lane. After the SPL microphone/sensor has been placed, the software loaded, hearing protection properly placed over the occupant's ears and the system readied, the competitor should signal the judge that he or she is ready for the test.

Once the test begins, the competitor has thirty seconds to try and achieve the highest score possible. The music, tone or sweep may be restarted and/or the tracks can be changed as often

as possible within the thirty-second time window. The competitor may choose to stop the SPL testing at any time before the end of the thirty-second time limit but the judge must be able to verify that the correct software is being used during testing. The use of tone generators, doublers or any other device that externally (outside of the closed signal chain) generates or alters the frequencies that the system is playing during SPL testing is expressly prohibited and will result in disqualification with no refund. Any tampering with the microphone/sensor or attempt to create a measurement by any means other than SPL produced by the audio system will be considered grounds for immediate disqualification and possibly being banned from future competition in any sanctioned events. The senior USACI official present will investigate for any evidence of such tampering and the ruling of this official is final.

THE COMPETITOR

DEFINING THE TERM "COMPETITOR":

The term "competitor" applies to the vehicle's owner, an employee of its owner, an immediate family member, or a person bearing a power of attorney for the vehicle's owner. If a competitor is unable to attend an event, he or she may designate someone to drive the vehicle through the judging line. The designated person will be considered a competitor and will assume all responsibilities of such. A "competitor" may not run any vehicle under his name or membership number unless said vehicle is legally registered to the competitor in his state of residence prior to the event date. (A bill of sale will not fulfill the requirement for this rule. Updated (12/23/2008))

Defining the term "Pro":

USACI Stock and Street Beat classes 1-4 are not open to "PRO" competitors. Any person who meets any of the following conditions is considered a "PRO".

- Competitor works for a car audio dealer, manufacturer or distributor, or has worked for any of the aforementioned at any time within 1 year of the competition date.
- Competitor receives financial compensation for using a specific manufacturer's equipment
- Competitor receives free equipment or equipment for less than 50% of MSRP from a reseller and/or manufacturer
- Competitors immediate family member(s) meet(s) one or all of the previous conditions

(A competitor may appeal the 1year rule by contacting the USACI office to receive a variance. Such variance will be decided on an individual basis.)

Any competitor who does not meet the above conditions may still compete in and "PRO" division should he/she choose to do so. This competitor upon determining he/she prefers a "non-pro" class may move back to a stock division provided he/she still does not meet any of the above criteria.

RESPONSIBILITY OF COMPETITOR:

The competitor is responsible for his or her vehicle and audio system and any physical or mechanical damage resulting from their use or misuse of the vehicle and/or the audio system therein. It is the competitor's responsibility to know and abide by the rules contained in this book. If an amplifier rating cannot be determined by the head judge at any event it is the responsibility of the competitor to provide manufacturers literature or other paperwork to verify the power rating of the amplifiers in question.

QUALIFYING FOR COMPETITION IN THE USACI FINALS:

A competitor member accruing 200 or more points for SPL or 100 or more points in Sound Quality within the competition season will automatically qualify for an invitation to the USACI World Finals. USACI will award additional World Finals invitations in each state based on points accrued in comparison to the total number of points available in that state. In states with no points and in specific cases to be decided by the Rules and Ethics Board, USACI may issue "special invitations".

A competitor may compete in multiple divisions at the world finals if the competitor so chooses. The competitors must compete in the division and class in which he/she accrued the majority of his/her points prior to competing in any other class or division.

USACI competitor members will accrue event points based on the following schedule.

Single point or "Regular" event

First place	15 event points
Second place	12 event points
Third place	10 event points
All other competitors'	5 event points

At "DOUBLE POINTS" or TRIPLE POINTS" events the above values are doubled or tripled respectively.

"Regional" event

First place	45 event points
Second place	40 event points
Third place	35 event points
Fourth place	30 event points
Fifth place	25 event points
All other competitors'	15 event points

Judges may receive event points for judging an event. The accrual of events points for judging shall be equal to a first place finish at that particular event. Event points accumulated by judging may be used to qualify for finals but will not apply toward any point champion awards. Judges opting to receive financial consideration for judging not receive points for the same effort.

REGISTRATION PROCEDURES & CRITERIA

EVENT REGISTRATION:

Event registration will generally begin approximately one hour prior to the stated beginning time of the contest. After the contest has begun, the event director, at his or her discretion may accept late registrations and opt to add a surcharge to the stated event registration fee for late registrants if he or she so desires.

Each vehicle can be entered and judged in only one power class but in as many divisions as it may qualify to compete in. A separate registration is required for each division's judging. A competitor may enter more than one vehicle in the same event but only in different power classes. Vehicles may reenter that same power class as many times as the event schedule will allow. (Retries)

All vehicles must be licensed and be "street legal" as per federal regulations to compete in the Stock, Pro Stock, or Modified divisions. Vehicles that do not comply will be entered and judged in the Super Modified or Port Wars division. USACI will require all of the following OEM equipment to be installed and fully functional at all times while being judged in the **Stock** and Modified divisions:

Headlights, Tail Lights, Speedometer, Emergency Brake, OEM or equivalent automotive seats, OEM Windshield.

VERIFICATION JUDGING CRITERIA:

The verification judge will verify the power ratings of each amplifier installed in the competitor's vehicle to ensure that the vehicle has been entered in the appropriate power class. It is the competitor's responsibility to prove the manufacturer's rated power of the amplifier if requested. Documents that are altered or not publicly available will not be accepted. The verification judge may install a voltage meter in any vehicle in the **Stock** division to monitor voltage during the run. While this is optional at single points events it will be mandatory at all multi point events.

If a competitor's audio system does not, in the judge's opinion, meet all of the following basic requirements, the competitor may be disqualified from the event or be reclassified to the unlimited division. The vehicle and audio system must be fundamentally safe for the judging area. The audio system must consist of components that use some form of 12 VDC negative ground power supply. The vehicle and audio system must operate under its own power while being judged. Maximum voltage may not exceed 18 volts DC in any USACI class. Other voltage limits may apply depending on specific class requirements.

DEFINING THE DIVISIONS

While system configuration does play a large part in classifying all competitors' vehicles, only those competitors that do not derive any of their income from the selling or installing of any car audio equipment or have received any car audio equipment or installation assistance from a sponsoring car audio equipment manufacturer or retailer may compete in the Stock division. Stock division competitors are unable to accept any financial assistance for travel expenses from any manufacturer or retailer of car audio equipment.

The intent and spirit of the preceding paragraph is to allow the competitor with a limited budget and technical knowledge to enjoy the fun of Outlaw SPL competition without the intimidation factor of having to compete against professionals that may have a distinct advantage over them.

STOCK Division: Competitors may not compete in the stock division if they meet any of the requirements for a "PRO" competitor as defined previously in these rules.

Alternator, capacitance, battery, voltage, and amplifier limits are defined in ["Appendix A" \(located at the end of this book\)](#).

Pickups may have equipment (batteries, amps, crossovers, etc.) located in the bed. This equipment may not protrude above the factory bed rail or more than 36 inches from the front wall of the factory bed. (Not the bed lip). No Speakers or enclosures are allowed outside the cab. Bed cuts are not allowed. Factory panels may be removed in the cargo area to facilitate system installation. Podiums will be allowed.

Modifications: No modifications will be allowed to the interior of the passenger compartment or exterior of the vehicle in order to facilitate the audio system. The floor, ceiling and dashboard must be OEM or equivalent to include all fabrics, coverings and carpets. Speakers larger than 8" and any speaker being used for SPL must be located only in the designated "cargo" areas behind the "B" pillar. In passenger cars this would be either in the trunk or hatchback area. Enclosures in the cargo area of all vehicles competing in the Stock division must be installed behind the rear most passenger seats. Neither the enclosure, nor any device(s) affixed to the enclosure may protrude above the top of the rear seat back or block the view out of the rear glass. Neither the enclosure nor any devices affixed to the enclosure may protrude above the bottom of the side or rear glass panels. No modifications will be allowed to the exterior of the vehicle and all portions of the system must remain inside the vehicle. Inside the vehicle is defined as inside of the factory bodylines, roof, and floorboard. Equipment in or on trailers, hitch racks, luggage racks and so on will not be permitted. No portion of the enclosure or audio system will be permitted to be located outside of the vehicle to include the bed of a pickup.

Trucks, vans, SUV's and cargo vehicles competing in the Stock division will be qualified thus:

In full size trucks originally equipped with forward facing rear seats, the cargo area will be defined as being under or behind the rear seat only. In less than full size trucks or trucks with side facing rear seats, the area behind the "B" pillars will be considered cargo area. In both or either of these cases, the enclosure or speaker will not be allowed to protrude forward of the "B" pillars nor may the enclosure or any devices affixed to it protrude above the bottom of the rear or side glass panels. This will also apply to any vehicle that is originally manufactured with no rear passenger seats. In vans and SUV's with OEM rear seats, the cargo area will be defined as the area behind the rear most seats. Vans and SUV's that are originally manufactured without rear seats cannot compete in the Stock division.

On vehicles with removable or convertible walls or panels, all equipment and all parts of the enclosure must remain inside the passenger area and may not protrude into or be located in an open air "bed" or other storage area not covered by the same roof that covers the passenger area. Jump seats in the cargo area, behind the "B" pillar, and below the lowest window may be removed.

Exception: In the case of a single cab pickup truck the box, speakers, and amplifiers may extend forward of the "b" post but must not extend further forward than the rear of the truck seat back. Seat back must be locked in place and the seat mounting may not be moved to facilitate system installation.

The head judge at the event will interpret this rule.

Microphone/sensor Placement:

The microphone/sensor can be placed anywhere forward of the "B" pillar in the passenger compartment with a microphone/sensor globe attached. Special panels or enclosures for globe

placement will not be allowed. The microphone or sensor may not be placed anywhere that is deemed "hazardous to the equipment" by the head judge.

Other guidelines:

Battery and Alternator may be upgraded, however the battery may not produce more than 14 volts while the engine is not running and the alternator may not produce more than 14.7 volts. The driver or passenger's seats may not be relocated from the factory mounting location.

Any construction or speaker placement that may manipulate the SPL meter may be considered reason to reclassify the vehicle to the Port Wars division or disqualification. This decision will be at the discretion of the head judge.

Bed cuts will not be allowed in Stock Class.

A center console may be installed provided the console is not designed in such a way as to manipulate the interior of the vehicle for the purposes of SPL. This will be at the sole discretion of the head official.

Rear passenger seats may be folded down during testing but may not be removed, nor may any part of the seat be removed. Rear seat backs may be unbolted and folded over for testing but may not be removed from the vehicle.

Amplifiers may be attached to the seat backs and folded down during testing. In such cases the seat must be able to return and lock into the factory position after testing. Factory panels in the cargo area may be removed to facilitate the system installation.

The audio source (head unit, changer, etc) may be removed from the vehicle during SPL testing. Wireless remote controls may be used to operate the system from outside the vehicle and their use is encouraged. Head units or other source units may be located in a "podium" during SPL testing if they are part of the signal chain. The podium must be designed so the judge can easily open and inspect the contents of the "podium". The vehicle emergency brake must be set during testing.

PRO STOCK

This division uses the Stock rules with the exceptions as noted below.

"PRO" competitors as defined previously in this book will be allowed in Pro Stock.

There are differences in allowances for Alternators, capacitance, batteries, voltage, and amplifiers. These differences are defined in ["Appendix A" \(located at the end of this book\)](#).

Trunk Division:

Trunk Division will use the "Stock Division" rules with the following exceptions:

Modifications: Speakers larger than 8" and any speaker being used for SPL must be located only in the designated "Trunk" area behind the rear passenger seats. Enclosures in the Trunk Division must be installed behind the rear most passenger seats. Neither the enclosure, nor any device(s) affixed to the enclosure may protrude above the factory rear deck. The rear deck may not be cut out or modified other than to remove the factory speakers normally located in the rear deck. Amplifiers must be located in the trunk area. Amplifiers may be attached to the seat back

and lean forward with the seat back during testing but must not interfere with the seat being placed back into the factory position. Extra batteries may be located in the trunk but cannot be located inside the passenger compartment.

Vehicles without a "Trunk" will not be allowed in this division. "Hatchback" vehicles are not allowed.

Rear passenger seats may be folded down during testing but may not be removed. Rear seat backs may be unbolted and folded over for testing but may not be removed from the vehicle.

Amplifiers may be attached to the seat backs and folded down during testing. In such cases the seat must be able to return and lock into the factory position after testing. Factory panels in the trunk area may be removed to facilitate the system.

Trunk division is open to consumers and pro's

MODIFIED DIVISION:

Alternator, capacitance, battery, voltage, and amplifier limits are defined in "Appendix A" (located at the end of this book.)

Modifications:

No modifications will be allowed to the interior of the passenger compartment forward of the "B" pillars. The floor, ceiling and dashboard must be OEM. Speakers larger than 8" and any speaker being used for SPL must be located only behind the "B" pillars. The speakers and enclosure must not protrude beyond the leading edge of the "B" pillars. This applies to all vehicles including cargo vans and SUV's. No modifications will be allowed to the exterior of the vehicle and all portions of the system must remain inside the vehicle. Inside the vehicle is defined as inside of the factory bodylines, roof, and floorboard. Equipment in or on trailers, hitch racks, luggage racks and so on will not be permitted. No portion of the enclosure or audio system will be permitted to be located outside of the vehicle,

EXCEPTIONS: Pickup trucks with the rear of the cab and/or front of the bed cut out in order to allow speaker or box placement in the truck bed are allowed in the modified division. In these vehicles the floor of the truck bed may be lowered to the level of the floor of the cab provided such change does not make any portion of the bed lower than the top side of the vehicle frame. All modifications should approximate the OEM in appearance and function (updated 12/23/2008)

Microphone/sensor Placement:

The microphone/sensor may be placed anywhere in the passenger compartment forward of the "B" pillars with the microphone/sensor globe attached.

The competitor may elect to have the microphone/sensor placed on a microphone/sensor stand supplied by the competitor.

Other guidelines:

The vehicle passenger compartment and the listening/measurement compartment shall be one and the same. Driver and passenger's seats must occupy the same air space. Passenger's compartment shall consist of the following boundaries:

- Factory roof line
- Factory windshield position
- Factory fire wall position
- Factory inner door panels.

Only OEM or automotive seats that are commercially available may replace driver and passenger's seats. Home made, custom made, or seats designed for use in other than an automobile are not acceptable. The driver or passenger's seats may not be relocated from the factory mounting location.

All speaker enclosure or baffle boards, other than those in the doors, kick panels or floorboard must be located behind the "B" pillars.

Any construction or speaker placement that may manipulate the SPL meter can be considered reason to reclassify the vehicle to the Super Modified division or disqualify it. This decision will be at the discretion of the head judge.

SUPER MODIFIED DIVISION:

This division uses the Modified division rules with the following exceptions.

Modifications:

Modifications will be allowed to the interior of the passenger compartment. The floor, ceiling and dashboard may be modified. Ceilings may be lowered and floors may be raised.

Alternator, capacitance, battery, voltage, and amplifier limits are defined in ["Appendix A" \(located at the end of this book\)](#).

Other guidelines:

The factory windshield and side glass may be replaced. There must be at least one 8.5 x 11 inch unobstructed view port directly in front of the steering wheel. There must be two view ports to allow an unobstructed view of the SPL sensor during testing. These view ports must be located on opposite sides of the vehicle and behind the "A" pillar. The microphone/sensor may be placed anywhere forward of the "B" pillar within the following guidelines.

The microphone/sensor may be placed in a foot well or other microphone/sensor specific location only if the location and entrance to said location is below dash level. The location may be no more than 10 inches deep and no less than 13 inches in height and width. If the microphone/sensor is to be placed above dash level, it may only be placed on the windshield, 12 inches from the passenger side "A" pillar, 4 inches from the top of the dash, and one inch from the windshield. (Sensor may be attached to the windshield using the factory provided suction cups.

Super Modified Division Passenger Compartment Restrictions:

Many of the following rules and drawings are courtesy of Wayne Harris and DBDRA. USACI would like to thank Mr. Harris for his generosity in allowing us to utilize these guidelines for the Super Modified cabin measurements.

The following rules will outline what competitors may and may not do in the Super Modified division. No other modifications to the passenger compartment will be allowed.

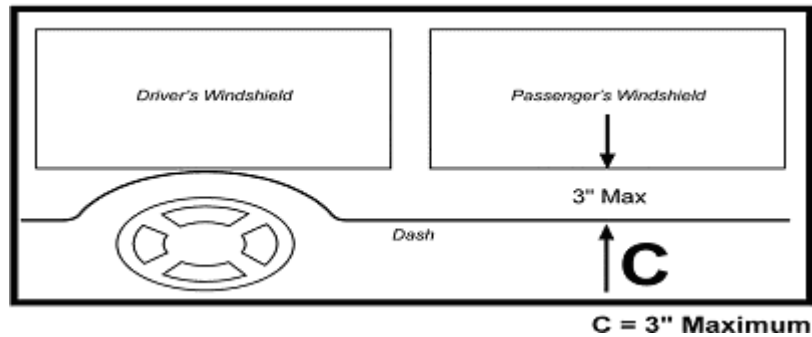
A dash will be required in every competition vehicle.

Guidelines:

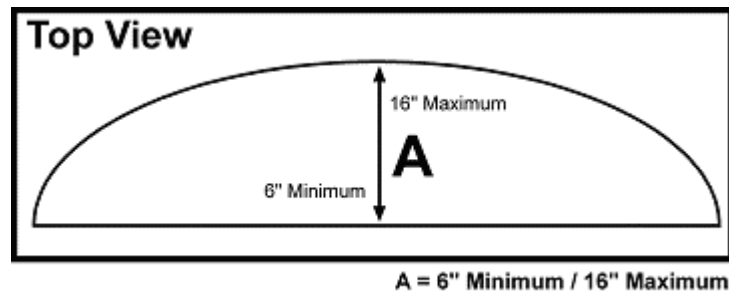
If the dash is OEM then no exterior modifications to the dash may be made. (Filling the dash with expanding foam and other materials for reinforcement and support is ok provided no other rules are broken.) Vehicles using the OEM dash are exempt from the following guidelines with the exception of the rules in regards to the relationship between the dash and the windshield.

The highest point of the top of the dash may not extend above the horizontal plane determined by the base of the windshield.

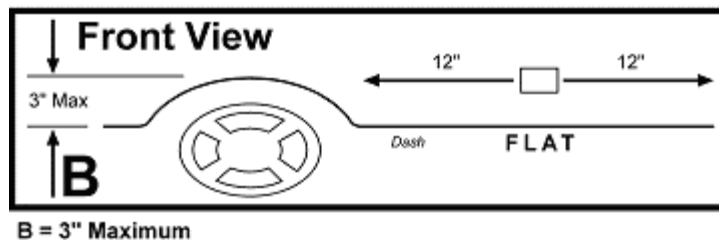
The lowest point of the top of the dash may not be located any lower than 3 inches below the horizontal plane determined by the base of the windshield.



The minimum depth of the dash at the center of the vehicle is 6 inches when measured from the edge of the dash to the windshield. The maximum depth shall be 16 inches



The plane of the dash bounded in the front by the firewall, in the back by the trailing edge of the dash, and for a distance of 12 inches to the left and 12 inches to the right (measured horizontally) of the sensor placement location must be completely flat with respect to the ground.



The dash must be completely solid (with no holes or perforations) and must extend front-to-back from the firewall to the trailing edge of the dash, and side-to-side from the windshield pillar on the driver's side to the windshield pillar on the passenger side.

The trailing edge of the dash (the edge of the dash that faces the passenger compartment) must be straight and perpendicular to the centerline of the vehicle when viewed from the top.

The relationship between the dash and the windshield shall be such that the sensor can be placed on the windshield and the proper distances from the sensor to the dash (4 inches) and the sensor to the windshield pillar (12 inches) can be achieved.

Each vehicle MAY have a center console.

Additional Guidelines:

The center console may not exceed the height of the lowest part of the top of the dash.

A minimum "open space" distance of 13 inches (33.02 cm) MUST be provided at ALL points between each side of the center console and each door. (Measured horizontally and perpendicular to the centerline of the vehicle.)

Center consoles must not interfere with the "String Test". Competitors may "notch" their consoles or make the console easily removable to comply with this requirement. Notches may be taped shut after the string test.

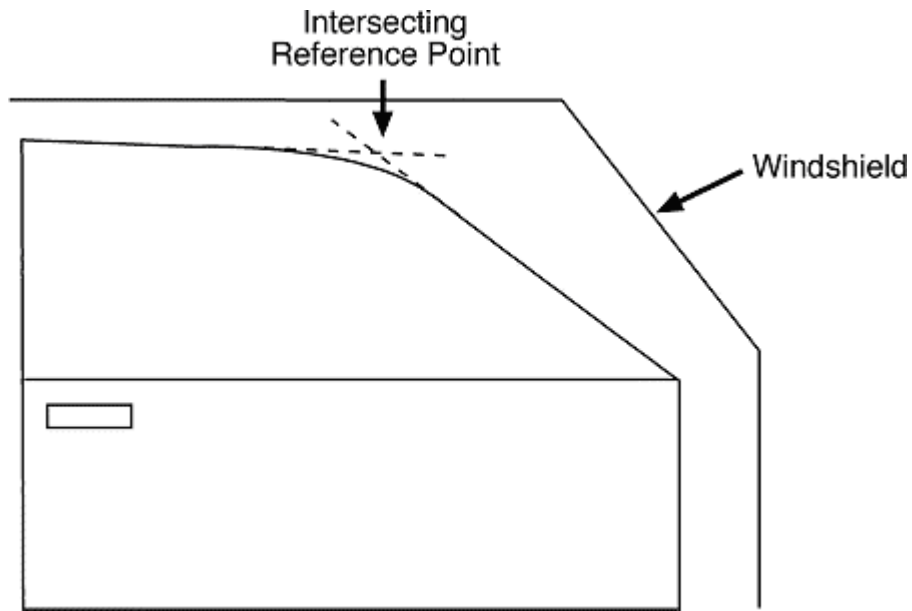
If no center console is present, then the 13 inches (33.02 cm) closest to each door will be treated as the open space area.

Competitors MAY construct a roof build-down if desired.

Additional Guidelines:

The build-down may not extend more than 3 inches (7.62 cm) below the top of the doorjamb.

For those locations in front of the door (between the door and the windshield) and behind the door (between the door and the baffle board), the roof build-down may not extend more than 3 inches (7.62 cm) below the lowest part of the top of the doorjamb. For doors with curved door openings, the reference point shall be defined as the intersection between two imaginary lines.



Competitors MAY construct floor build-ups.

Competitors MAY construct a removable or flip-down panel(s) to cover the OEM foot wells.

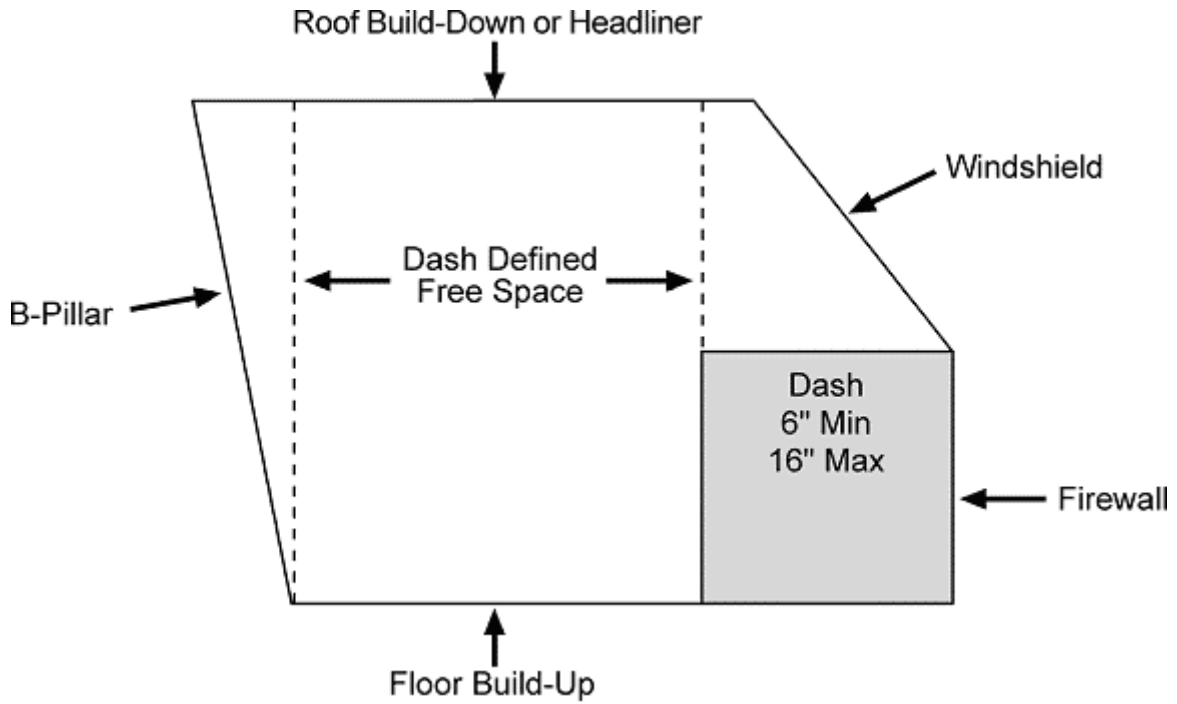
Additional Guidelines:

In the interest of safety, competitors are encouraged not to modify the vehicle's OEM foot pedals (accelerator pedal, brake pedal, clutch, and parking brake).

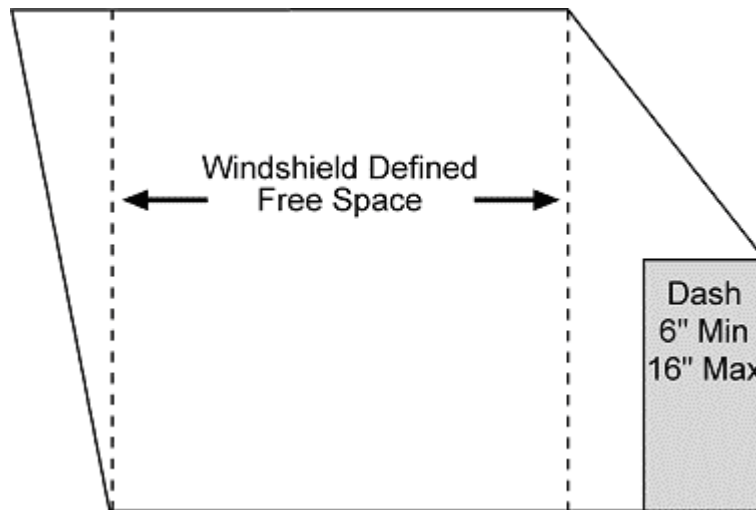
Competitors MUST maintain a minimum 30-inch (76.2 cm) vertical separation between the headliner (roof build-down) and the floor (floor build-up) at ALL locations within the passenger compartment except over the center console and the dash.

Additional Guidelines:

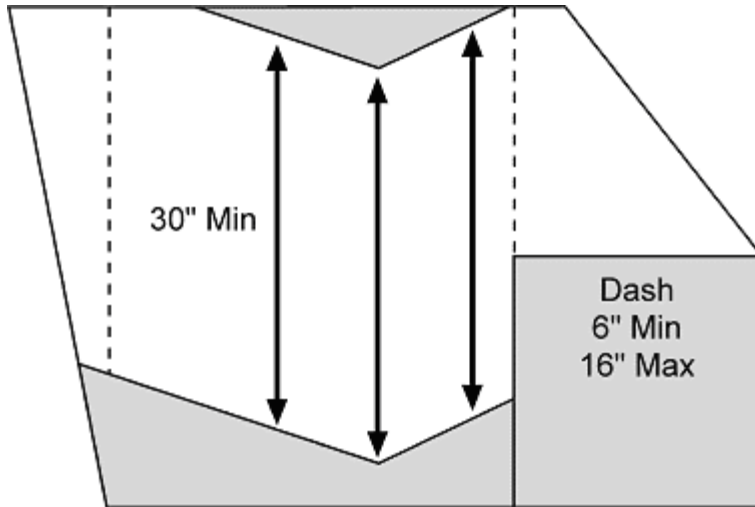
A 30-inch rod will be used to determine compliance. The judge will hold the rod vertically and move it around inside of the passenger compartment. If the rod's movement is impeded, then the vehicle fails compliance with this rule. Bracing located outside of the "open space" area shall not constitute an impediment to this test.



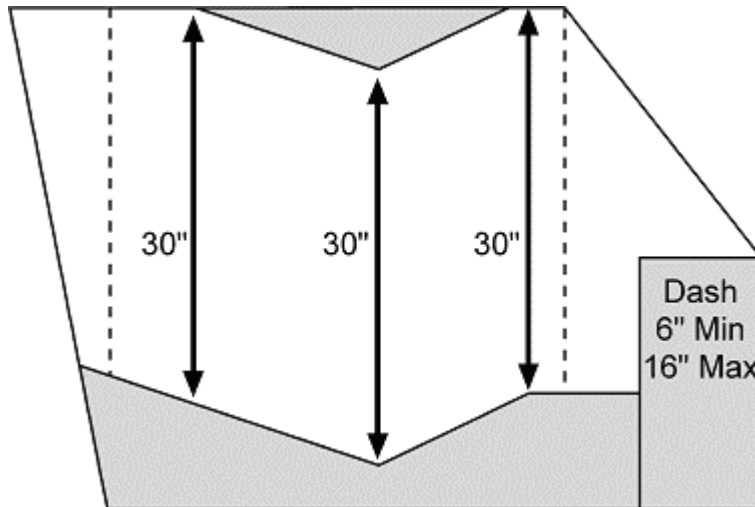
In the above example, the top trailing edge of the dash defines the vertical plane that is used to establish the front-to-back Free Space area. (Note how the dash is NOT located completely beneath the OEM windshield location.) Not to Scale.



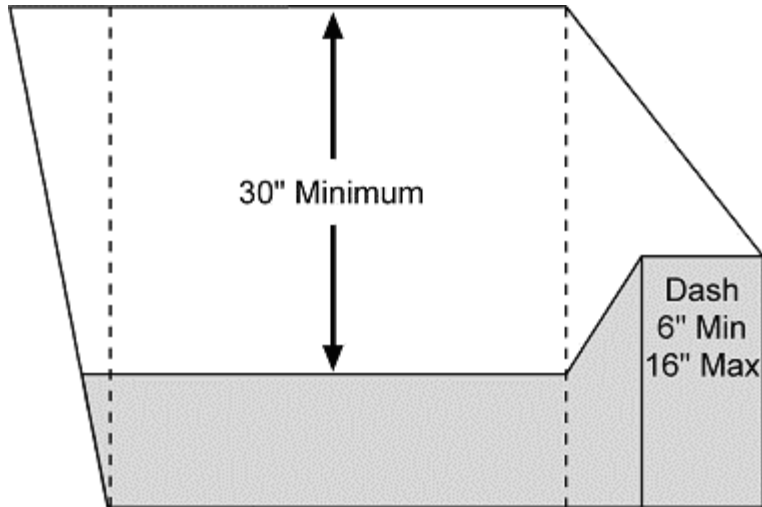
In the above example, the OEM top windshield frame defines the vertical plane that is used to establish the front-to-back Free Space area. (Note how the dash is located completely beneath the OEM windshield location.) Not to Scale.



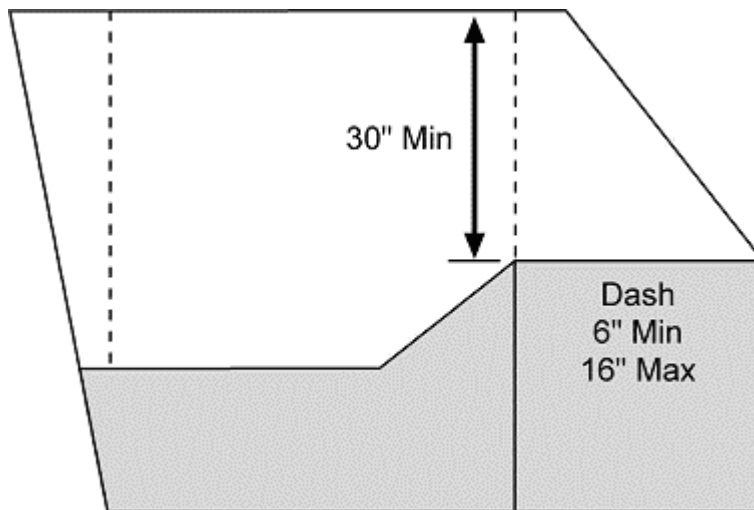
In the above example, the top trailing edge of the dash defines the vertical plane that is used to establish the front-to-back Free Space area. This example also depicts how changes to the roof build-down and floor build-up can be made provided a minimum vertical distance of 30 inches is maintained. Not to Scale.



In the above example, the OEM top windshield frame defines the vertical plane that is used to establish the front-to-back Free Space area. This example also depicts how changes to the roof build-down and floor build-up can be made provided a minimum vertical distance of 30 inches is maintained. Not to Scale.



In the above example, the OEM top windshield frame defines the vertical plane that is used to establish the front-to-back Free Space area. Note the ramp that is used to transition from the trailing edge of the dash to the floor build-up. The "Rod Test" will be applied within the Free Space area bounded by the dashed lines. Not to Scale.



In the above example, the top trailing edge of the dash defines the vertical plane that is used to establish the front-to-back Free Space area. Note the "ramp" that is used to transition from the trailing edge of the dash to the floor build-up. The "Rod Test" will be applied within the Free Space area bounded by the dashed lines. Not to Scale.

Competitors MAY build-out their door panels if desired.

Additional Guidelines:

The maximum distance the build-out may extend into the passenger compartment is 6 inches). (Measured from the sheet metal of the door where the OEM door panel was originally attached.)

Cavities in doors are prohibited. (A cavity is a negative build-out that protrudes into the door's interior space.)

Competitors MAY install bracing if desired.

Additional Guidelines and Examples:

The maximum aggregate width for all bracing in front of the B-Pillars is 6 inches. (To determine compliance with this guideline, find the widest point on each of your braces. Next, add these maximum widths together. The total value must be 6 inches or less.)

The “open space” area defined in section 3-11b must remain free of bracing.

If the brace “Y’s” into 2 or more arms, then the width of the brace shall be considered as either the sum of the widest point on each arm, or the maximum width of the single “leg”, whichever is larger.

Example 1: A competitor is using a single 4” x 4” brace from the roof to the floor. The widest dimension of the brace is 4 inches, so the competitor is in compliance.

Example 2: A competitor is using a single 2” x 4” brace from the roof to the floor. The widest dimension of the brace is 4 inches, so the competitor is in compliance.

Example 3: A competitor is using two 2” x 4” braces from the roof to the floor. The widest dimension on both braces is 4 inches. The maximum aggregate width for the competitor’s braces is $4 + 4 = 8$ inches, which is more than is allowable.

Example 4: A competitor has a 2” x 2” brace from the dash to the ceiling, another 2” x 2” brace from the dash to the floor, and a 3rd 2” x 2” brace from the floor to the ceiling. The maximum aggregate width for the competitor’s braces is $2 + 2 + 2 = 6$ inches, so the competitor is in compliance.

Example 5: A competitor is using two 3” diameter pipes from the floor to the ceiling. The widest dimension of each pipe is 3 inches. The maximum aggregate width for the competitor’s braces is $3 + 3 = 6$ inches, so the competitor is in compliance.

End cabin measurements

A spotter must be present to assist the driver at any time the vehicle is moving.

PORT WARS DIVISION:

Microphone/sensor Placement:

The microphone/sensor may be placed anywhere inside the vehicle or the speaker enclosure with the following exception. Microphone/sensor may not be placed anywhere that may cause it to be damaged. The USACI globe must be on the microphone/sensor at all times.

The enclosure must be located inside the vehicle and may not obstruct the driver’s ability to operate the motor vehicle. The enclosure must be securely mounted to the vehicle to prevent movement in an accident. The port must exhaust into the interior or the passenger compartment of the vehicle. Alternator, capacitance, battery, and amplifier limits are defined in “Appendix A” (located at the end of this book).

SUPER PORT WARS DIVISION:

Microphone/sensor Placement:

Super Port Wars will use the Port Wars rules with the following exceptions:

Super port will not use the microphone/sensor globe and the sensor may be placed in any location that it will fit into provided the location does not pose a threat to the safety of the microphone/sensor. The microphone may not be close than 4 inches from any opening unless that opening is large enough to fit the microphone inside. The use of tubes, pipes, or other devices to intentionally direct airflow across the microphone will not be allowed.

Alternator, capacitance, battery, voltage, and amplifier limits are defined in **“Appendix A” (located at the end of this book)**.

STREET BEAT DIVISION:

Class Chart			Points Chart		
CLASS	Points			Woofers	Points allotted
SB1	4			8 inch	1 point
SB2	8			10 inch	2 points
SB3	16			12 inch	4 points
SB4	Open – consumer			15 inch	8 points
SB5	Open professional			18 inch	16 points

Division & Power Class	Amplifier Quantity	Modifications Allowed To Vehicle Interior	Battery Quantity	Capacitance	Alts	Volts	Maximum RPM
Street Beat 1	Unlimited	Limited *	Unlimited	Unlimited	1	12 (14.7 Max)	1200
Street Beat 2	Unlimited	Limited *	Unlimited	Unlimited	1	12 (14.7 Max)	1200
Street Beat 3	Unlimited	Limited *	Unlimited	Unlimited	1	12 (14.7 Max)	1200
Street Beat 4	Unlimited	Limited *	Unlimited	Unlimited	1	12 (14.7 Max)	1200
Street Beat 5	Unlimited	Limited *	Unlimited	Unlimited	Unlimited	Unlimited	1200

**Add up points based on the number of woofers in your car (Points Chart).
Use your points to determine your class (Class Chart).**

1. No constructed enclosure or speaker placement that may manipulate the SPL sensor may be placed forward of the “B” pillar and will be considered reason to reclassify the vehicle to the Port Wars or Super Port Wars divisions or disqualification. This decision will be at the discretion of the head judge.

2. Scores will be determined by an average SPL taken over 30 seconds.
3. Sensor placement will be any place in front of the "B" pillar facing forward with globe affixed or mounted to windshield without globe at 12" to the left of passenger's side A pillar and 4" above the dash. (Competitor's choice)
4. Only commercially available music may be used for judging (no burned cd's). Only music may be played. Music must contain a discernable bass beat or rhythm. Music with intentionally extended bass tones will not be allowed. This will be at the discretion of the head judge.
5. 1200 rpm maximum (no revealing engine during test).
6. Windows up or down, doors and/or sun roofs open or closed. Doors can be fanned but not slammed during the run.
7. In the event of a system malfunction prior to a score being recorded, the competitor will be given 5 minutes to make repairs and attempt to register a score.
8. Factory or factory replacement front seats must be installed in the vehicle in factory locations. Must have the front bench or both front seats.
9. No woofers larger than 8" inches may be forward of the "B" pillars.
10. Exception to "USACI General Rules". In Street Beat a competitor may compete in multiple classes within the Street Beat division provided his/her vehicle meets the qualifications for that class. .

(Example: A competitor has 4 - 10" woofers which qualifies him/her to compete in SB2, 3, 4 and 5 but not SB1. Remember that points qualification for SB1, 2, and 3 are listed as "maximum".)
11. Pros* may only compete in SB5.
12. SB5 is the only class open to any vehicles that use a system voltage higher than 14.7 volts or that uses multiple alternators. **Any competitor who qualifies for Street Beat 1 through 4 may compete in SB5 by choice.**
13. Reruns are allowed.
14. Any current USACI member who competes in at least one Street Beat event will be invited to compete in Street Beat at the USACI world finals.
16. In the event an issue arises that is not covered in this section, the USACI Outlaw SPL "General Rules" will apply.

Exceptions to this Book:

This section of the USACI rulebook is published as a guideline for conducting USACI sanctioned Outlaw SPL events. The head judge at any event may supersede portions of this rulebook at any time for the following reasons:

1. To avoid violating local law or ordinance.
2. To protect the safety of spectators, judges, competitors, etc.
3. To protect judging meters and equipment.
4. To maintain the integrity of the event and judging.
5. To comply with time constraints as they may be imposed.

Appendix A: Class Matrix (congratulations, you have found the end of this book)

2009 CLASS AND DIVISION LIMITATIONS

Division & Power Class	Amplifier Quantity	Modifications Allowed To Vehicle Interior	Battery Quantity	Capacitance	Alts	Max Volts	Maximum RPM
Street Beat 1	Unlimited	Limited *	Unlimited	Unlimited	1	14.7	1200
Street Beat 2	Unlimited	Limited *	Unlimited	Unlimited	1	14.7	1200
Street Beat 3	Unlimited	Limited *	Unlimited	Unlimited	1	14.7	1200
Street Beat 4	Unlimited	Limited *	Unlimited	Unlimited	1	14.7	1200
Street Beat 5	Unlimited	Limited *	Unlimited	Unlimited	Unlimited	Unlimited	1200
Pro Stock (Open class at 1X & 2X events)							
Stock 0-600	1	No	1 + Stock	Unlimited	Unlimited	14.7	1200
Stock 601-1800	3	No	1 + Stock	Unlimited	Unlimited	14.7	1200
Stock 1801-3000	4	No	2 + Stock	Unlimited	Unlimited	14.7	1200
Stock 3001-Up	Unlimited	No	Unlimited	Unlimited	Unlimited	14.7	1200
Pro Stock (Open class at 1X & 2X events)							
Pro Stock 0-600	1	No	Unlimited	Unlimited	Unlimited	18	1200
Pro Stock 601-1800	3	No	Unlimited	Unlimited	Unlimited	18	1200
Pro Stock 1801- up	Unlimited	No	Unlimited	Unlimited	Unlimited	18	1200
Super Modified (Open class at 1X & 2X events)							
Modified 0-1000	2	Behind B Pillar	Unlimited	Unlimited	Unlimited	18	1200
Modified 1001-2000	4	Behind B Pillar	Unlimited	Unlimited	Unlimited	18	1200
Modified 2001-4000	8	Behind B Pillar	Unlimited	Unlimited	Unlimited	18	1200
Modified 4001-Up	Unlimited	Behind B Pillar	Unlimited	Unlimited	Unlimited	18	1200
Super Modified (Open class at 1X & 2X events)							
Super Modified 0-4000	8	Behind B Pillar	Unlimited	Unlimited	Unlimited	16 (18 Max)	1200
Super Modified 4001-Up	Unlimited	Yes	Unlimited	Unlimited	Unlimited	18	1200
Port Wars (Open)							
Port Wars (Open)	Unlimited	Yes	Unlimited	Unlimited	Unlimited	18	1200
Super Port Wars (Open)							
Super Port Wars (Open)	Unlimited	Yes	Unlimited	Unlimited	Unlimited	18	1200
Trunk 0 - 1000							
Trunk 0 - 1000	2	Trunk Only	1 + Stock	Unlimited	1	14.7	1200
Trunk 1001 - Up							
Trunk 1001 - Up	Unlimited	Trunk Only	2 + Stock	Unlimited	Unlimited	14.7	1200