

INTRODUCTION:

#GRIDLIFE TrackBattle is a multi-event time attack series taking place at road courses throughout the North Americas. Time attack is not wheel to wheel racing. Drivers are competing against the clock to see which cars and which drivers are the fastest over the course of a weekend.

The #GRIDLIFE TrackBattle is about providing safe, spirited, fun and competitive tracktime for advanced and expert drivers. TrackBattle is open to all makes and models and all drive train layouts: rear wheel drive (RWD), front wheel drive (FWD), and all wheel drive (AWD). #GRIDLIFE TrackBattle includes competitive classes for all degrees of tuning and modification.

#GRIDLIFE TrackBattle is about safety and fun first. We run a simplified rule set that makes it easy for long time HPDE drivers to make the transition to competitive driving without the complexities and costs of your typical sanctioning bodies.

Our classing system is designed to place vehicles of similar type and drivetrain into competitive groups based on modifications and ultimately the potential lap time of the vehicle.

The final classification of your vehicle will be determined by the organizers and may potentially be adjusted between events to keep events exciting and competitive throughout the duration of the #GRIDLIFE season.

General Rules applying to all production based classes. (Excludes the SUPER UNLIMITED class)

Chassis/Exterior/Aero

- Vehicles must be mass production road going vehicles, constructed by a recognized manufacturer, and currently/previously available as a factory OEM road going passenger vehicle with a government mandated VIN# or equivalent. Dealer ordered "special" models are allowed in SM/TM/U, but must be available to more than 50 dealers throughout the country.
- Open wheel, factory built race cars, or club racer cars that may be made street legal are not allowed. (Radical SR3, Factory 5 818, Ultima GTR, Porsche GT3 Cup, Superlite SL-C, ETC are only allowed in the SUPER UNLIMITED Class).
- Vehicles modified to partial or full tube chassis are not permitted unless part of the OEM structure and are specifically accepted by GRIDLIFE staff as a legal vehicle prior to the event.

- In Unlimited, some portion of the OEM floor pan or unibody must remain intact. (25% or more, judged by Gridlife Officials)
- All vehicles must have a silhouette that is faithful to the original with the general body shape and outline remaining true to the original stock body.
- Brake lights must be operational in all classes.

Engine/Drivetrain/Fuel

- Only one internal combustion engine is permitted per vehicle, unless approved for super unlimited, or unlimited.
- Electric vehicles are permitted, however they must be classified by Gridlife staff prior to the start of an event.
- Auxiliary Water/Methanol injection is allowed in Street Modified, Track Modified, Unlimited & Super Unlimited Classes, unless OEM equipped .
- The mixture may not be more than 50% Methanol in classes where exotic fuels are not allowed.

Suspension/Brakes/Tires/Wheels

- All tires in classes other than super unlimited and Unlimited must be available to fellow competitors for purchase though major distribution channels . If any tires are found to be unavailable through retail sources or are of a false/misadvertised (cheater) compound the competitor will be disqualified and all associated entry fees forfeited.

Interior/Roll Cage/Safety/Misc.

- A 6point (or more) roll cage is strongly recommended for all classes, and is required in the unlimited and super unlimited class and must meet #GRIDLIFE GTCR specs. A rear 4 point roll bar (or more) and head and neck restraints will be required for track mod/street mod when applicable.
 - TrackMod: Cars within 112% of the overall lap record pace (production-based car) are required to have 4pt rear roll bar minimum.
 - StreetMod: Cars within 115% of the overall lap record pace (production-based car) are required to have 4pt rear roll bar minimum.
- Any track mod/street mod vehicles not having these components but needing them based on overall pace must be approved by race directors prior to the event (adam@grid.life). Drivers found to be out of compliance will be given a two event grace period to become compliant. Additional safety equipment such as bolt-in roll bars is highly-encouraged for both street mod and street. If a 6 point or higher rollcage is installed in a vehicle in Street, Street GT, or Street mod, interior components are allowed to be removed if the reinstallation of said components is not possible following the rollcage installation. Substantial modification or cutting of these components to fit, while recommended, is not required. If protruding-style (“nascar style”) door bars are utilized in the rollcage,

components of door , door panel, or door structure may be removed if required for door closing ability.

- Head and neck restraints are required for Track Mod and Unlimited, and are highly encouraged for all other classes. For cars and drivers in TrackMod not having a roll bar, a Simpson Hybrid or equivalent head and neck restraint is required.
- All cars must run all decals required by the #GRIDLIFE organizers. This will include door card on each side of the car, as well as a windshield banner on either the top or bottom of the windshield and any other locations as specified. In a given season, competitors will be issued 1 full kit. If additional decals are required, they are available for purchase from time attack registration.
- Track Modified and above vehicles must have a fire extinguisher within drivers reach or an onboard fire suppression system.
- All vehicles are required to have front and rear tow hooks.
- At a minimum, all vehicles must meet the safety standards found in the #GRIDLIFE GTCR.
- All drivers must sign all waivers and forms required to receive driving credentials.
- All HPDE and Time Attack participants must adhere to the rules found in the #GRIDLIFE GTCR
- **All vehicles must be tech inspected by an approved shop or on site inspectors before they are allowed on track.**
- Tech and compliance inspections may also be done by Gridlife officials at any time during the event, to ensure safety and compliance to rules of driver, car, and other competitors.

Classing, Spirit of Competition, and Sportsmanship:

- All race entries are subject to #GRIDLIFE approval, and as such, the organizers reserve the right to disallow any vehicle or competitor to compete that is considered unsafe, unsportsmanlike, or is not in keeping with the spirit of the rules.
- Protests forms are available upon request. Protests may be filed for driver behavior or for suspected vehicle non-compliance. Competitors filing a protest may not participate in timed sessions until the protest is decided/resolved/etc by Gridlife Officials.
- All modifications performed must specifically be allowed within the class and overall rules or it is not allowed. If any questionable discrepancies are found, they must be clarified and allowed in writing by #GRIDLIFE Track Officials (Abrin@grid.life and Adam@grid.life).
- Cars may only be registered in one class per event.
- Trophies/awards will no longer be given for separate drivetrains within a class. Drivetrain record times will still be recorded and preserved.

- Cars may only register as one competitor, i.e, a single entry. You cannot register the same car with multiple drivers as multiple entries without approval by Gridlife staff before the event. You may have multiple drivers for the same car, registered as a team, a single entry. Only the fastest time will count from the team, as one entry. No additional track time will be given for the additional drivers. Team drivers must be stated at registration before the event starts. A driver may bring multiple cars to an event to run, however only 1 car will be considered to be part of the competition, **unless 2 entries are purchased**. The other will run as exhibition. No additional track time will be given, **unless 2 entries are purchased**.
- Laps completed in vehicles other than that which was registered at the time of competition will not count toward overall finishing order.
- At the organizer's discretion, a car/driver may be re-classed, in instances where a vehicle's performance exceeds the spirit of competition for the particular class.
- If a class has less than 3 competitors, those cars may be reclassified to the nearest performance class, at the discretion of Gridlife staff.

COMPETITION GROUPS

Each competitor will run in a primary competition group based on modifications and drive train (FWD RWD AWD) in the following classes: STREET, STREET MODIFIED, TRACK MODIFIED, UNLIMITED & SUPER UNLIMITED CLASS RULES.

1. STREET

STREET is intended for vehicles with minor bolt-on modifications only. This is our enthusiast class and is intended for advanced HPDE drivers and vehicles that are daily driven street cars, or daily-driveable. This class is limited to naturally aspirated 4 and 6 cylinder vehicles, and forced induction 4 cylinder vehicles. **Street cars must be registered/plated and drivers may be subjected to a "take your spouse for ice cream" impound.**

Vehicles with inflation adjusted MSRPs greater than \$70,000 are specifically banned.

CHASSIS / AERO

- All vehicles must retain stock chassis with no fabricated modifications of any kind.
- Doors, fenders quarter panels and roof must remain OEM Material.
- Bolt on alternate materials may be used for Hood, Trunk and Hard Tops.
- Aftermarket aero is prohibited. Modifications to OEM bumpers to enhance airflow are permitted, but only partial removal of material, not addition.
- Stock or factory optional aero is allowed if available (this includes aftermarket replica aero and EDM / JDM optional components ie: Replica SiR spoiler etc)
- Non OEM Flat pan floors are prohibited.
- Hood ventilation and ducting for the purpose of heat removal is permitted.
- "Track Life" style fender cutouts rearward of the front tires are allowed.
- Cars must retain OEM glass. Replacing factory glass with lexan/polycarbonate is prohibited, except in instances of aftermarket hard tops (eg. S2000, etc.) if sold with lexan/polycarbonate as only option.

ENGINE / DRIVETRAIN

- Dogboxes / sequential gearboxes prohibited unless OEM
- E85 is permitted. No other alternative fuels are allowed.
- Mixed manufacturer engine swaps are not permitted e.g., K swapped Miata.
- Engine swaps with the same cylinder count, and from the same manufacturer are allowed.
- Forced induction swaps into chassis that are originally naturally aspirated are prohibited. Any questions on engines swaps should be directed to Gridlife staff (abrin@grid.life and adam@grid.life).
- Swaps with increased cylinder numbers are prohibited, e.g., V6 Accord motor into Civic chassis.
- Hybrid Drivetrains are not permitted, unless OEM equipped.
- Aftermarket conversion of N/A cars to forced induction is prohibited.
- Upgraded or modified compressor or turbine wheel components within the factory forced induction system are prohibited.

- Factory turbocharged cars must remain within 20% of factory boost settings.
- Drivetrain changes are prohibited, i.e., FWD to AWD or AWD to RWD.
- Nitrous is not allowed.

SUSPENSION / TIRES

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 200 or higher. Tires from other markets (EU, JP) are permitted as long as they match the UTQG Rating.
- Tire Width: FWD: 285, RWD: 285, AWD: 255
- Tires may only be downsized 10mm.
- Suspension is limited to single adjustable unless OEM Equipped.
- Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM.
- The top of the tire may not protrude past the widest point of the wheel arch when viewed from above. Body lines may not be altered overfenders may be added if wheel openings do not change rough dimensions when viewed from the horizontal perspective when fenders are rolled.

INTERIOR / MISC

- Vehicles must be street driven vehicles with valid insurance and registration.
- Vehicles must have headlights, tail lights and mirrors, all in working condition.
- Rollcages are not permitted to extend beyond the firewall.
- Vehicles must retain OEM interior components e.g., dash, carpets, headliner, and all must be in factory positions. (interior may be trimmed or modified to accommodate safety components.). Accommodations for aftermarket racing seats for driver and passenger are allowed. All seats must be track worthy, and capable of safely securing an occupant.
- Vehicles must have a working climate control system. AC components may be removed.
- Lexan Glass is not permitted.
- This class is not open to professionally licensed level drivers (PWC, IMSA, Trans-Am, NASCAR of any level, Formula Drive Pro-1, etc.) Amateur competition licenses do not count as professional.

STREET GT

STREET GT is intended for modern, high horsepower vehicles with otherwise minor bolt-on modifications only. This is an enthusiast class and is intended for advanced HPDE drivers and vehicles that are daily driven street cars, or daily-driveable. Legal vehicles for this class are forced induction 6 cylinder vehicles and naturally aspirated V8s with inflation adjusted MSRPs less than \$110,000 (Mustangs, Camaros, Corvettes, GT-Rs, various porsches, M3s, etc.). In instances requiring clarification and spirit of the rules of legality based on MSRP, email abrin@grid.life and adam@grid.life. **Street GT cars must be registered/plated and drivers may be subjected to a "take your spouse for ice cream" impound.**

CHASSIS / AERO

- All vehicles must retain stock chassis with no fabricated modifications of any kind.
- Doors, fenders quarter panels and roof must remain OEM Material.
- Bolt on alternate materials may be used for Hood, Trunk and Hard Tops.
- Aftermarket aero is prohibited. Modifications to OEM bumpers to enhance airflow are permitted, but only partial removal of material, not addition.
- **Hood ventilation and ducting for the purpose of heat removal is permitted.**
- Stock or factory optional aero is allowed if available (this includes aftermarket replica aero and EDM / JDM optional components ie: Replica SiR spoiler etc)
- Non OEM Flat pan floors are prohibited.
- Cars must retain OEM glass. Replacing factory glass with lexan/polycarbonate is prohibited, except in instances of aftermarket hard tops (eg. S2000, etc.) if sold with lexan/polycarbonate as only option

ENGINE / DRIVETRAIN

- Dogboxes / sequential gearboxes prohibited unless OEM
- E85 is permitted. No other alternative fuels are allowed.
- Engine swaps are not permitted.
- Only stock internals (including camshafts) are allowed.
- Hybrid Drivetrains are not permitted, unless OEM equipped.

- Upgraded or modified compressor or turbine wheel components within the factory forced induction system are prohibited.
- Factory turbocharged cars must remain within 20% of factory boost settings.
- Aftermarket conversion of N/A cars to forced induction is prohibited.
- Drivetrain changes are prohibited, i.e., FWD to AWD or AWD to RWD.
- Nitrous is not allowed.

SUSPENSION / TIRES

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 200 or higher. Tires from other markets (EU, JP) are permitted as long as they match the UTQG Rating.
- Tire Width Maximum: FWD: 315, RWD: 315, AWD: 315, unless OEM equipped with a larger option.
- Suspension is limited to single adjustable unless OEM Equipped.
- Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM.
- The top of the tire may not protrude past the widest point of the wheel arch when viewed from above. Body lines may not be altered overfenders may be added if wheel openings do not change rough dimensions when viewed from the horizontal perspective when fenders are rolled.

INTERIOR / MISC

- Vehicles must be street driven vehicles with valid insurance and registration.
- Vehicles must have headlights, tail lights and mirrors, all in working condition.
- Rollcages are not permitted to extend beyond the firewall.
- Vehicles must retain OEM interior components e.g., dash, carpets, headliner, and all must be in factory positions. (interior may be trimmed or modified to accommodate safety components.). Accommodations for aftermarket racing seats for driver and passenger are allowed. All seats must be track worthy, and capable of safely securing an occupant.
- Vehicles must have a working climate control system. AC components may be removed.
- Lexan Glass is not permitted.

- This class is not open to professionally licensed level drivers (PWC, IMSA, Trans-Am, NASCAR of any level, Formula Drift Pro-1, etc.) Amateur competition licenses do not count as professional.

STREET MODIFIED

Street Modified exists for street driven vehicles that have extensive off the shelf bolt-on modifications. This class is for advanced HPDE drivers or those that have previously participated in recreational competitive racing. **Street Modified cars must be registered/plated and drivers may be subjected to a “take your spouse for ice cream” impound.**

CHASSIS / AERO

- All vehicles must retain stock chassis.
- Doors and quarter panels must remain OEM materials. Alternate materials for Hood, Trunk, Roof, & Fenders are allowed.
- Vehicles are permitted to run two significant aero modifications at the rear and one at the front, e.g., rear spoiler + diffuser + splitter.
- All aero must remain within 5” of the oem lines as viewed from above.
- Up to 4 canards at the front of the vehicle are permitted in addition to significant aero. Canards may not protrude more than 5” beyond the OE bodywork.
- Active aero is prohibited, unless OEM equipped.
- Dual Element wings are prohibited. Dual element wings may be taped together with heavy-duty tape that will not come off during the session. If the tape does come off, that session will be disqualified. More than 1 single element wing, regardless of structure is not allowed.
- Flat bottom floors are prohibited. Full undertrays (“flat bottom”) are prohibited. Splitters and undertray may go to the mid-point of the front wheels. Diffusers may go to the mid-point of the rear wheels.
- Cars must retain OEM glass. Replacing factory glass with lexan/polycarbonate is prohibited, except in instances of aftermarket hard tops sold with polycarbonate rear windows, **or to replace accessory/non-door windows less than 2 feet square each. Examples include, but are not limited to S2000 hardtops, some mustang rear glass, etc.**
- No component of the rear wing airfoil may be higher than the highest point of the vehicle structure. Radio antennas are not considered part of the vehicle structure. Width of the rear wing must be within the OEM body lines. Height exceptions of 4” are

allowed for hatchbacks and wagons in instances where no trunk deck lid is available for aero placement. (Integras, Corvettes, RSXs, etc are not considered to be hatchbacks in 2019). See technical glossary for definition of hatchback and wagon.

- Aftermarket over fenders and fender modification is permitted for tire clearance.

ENGINE / DRIVETRAIN

- Dogboxes / sequential gearboxes prohibited unless OEM
- Leaded, Unleaded and E85 are permitted.
- Mixed manufacturer engine swaps are permitted, but only plus or minus 2 cylinders from the OEM amount. OEM rotary powered cars can go up to 6 cylinders if engine swapped.
- Naturally aspirated V8 Engine Swaps in combination with aftermarket forced induction is not permitted.
- ~~Factory turbocharged engines may not be used as donor engines when increasing number of cylinders, unless engine is converted to N/A (eg. No turbo 2JZ into BRZ/FR-S, etc.).~~
- Engine swaps must retain OEM location (FF, FR).
- Aftermarket forced induction is prohibited on motors with a factory displacement of 6.0L or more. (previously 4.0L)
- Drivetrain changes are prohibited, e.g., FWD to AWD or AWD to RWD
- Nitrous is not allowed
- Hybrid Drivetrains are not permitted, unless OEM equipped.

SUSPENSION / TIRES

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 200 or higher. Tires from other markets EU, JP are permitted as long as they match the UTQG Rating.
- Tire Width FWD: 285, RWD: 285, AWD: 255
- Suspension is limited to two adjustments unless OEM equipped.
- Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM.
- Fenders and quarter panels must completely cover entire tire tread when viewed from above. Cutting bottom of fender behind the wheel and pushing inward to relieve pressure, ie. "Track Life" style fender cutouts rearward of the front tires are allowed.
- Fender, fender flares, wide body additions and materials are unrestricted as long as the above conditions are met and do not provide a substantial increase in downforce (judged by technical staff).

INTERIOR / MISC

- Roll cages are not permitted to extend beyond the firewall.
- Cars with fully gutted interiors are not permitted. Seats must be present and properly installed in all factory positions front and rear.
- OEM or factory replacement interior pieces (door cards, carpet, etc.) may be modified and trimmed to facilitate safety equipment but all must be installed if possible. Interior components to rearward of B-pillar may be removed if a rollbar is installed. Accommodations for aftermarket racing seats for driver and passenger are allowed. All seats must be track worthy, and capable of safely securing an occupant.
- Cars must retain full dash, climate systems and controls, kick panels, door sills and door cards. Carpet and headliner must be present from the b pillar forward. **These components must be in OEM locations, and of OEM origin or exact aftermarket replacement.**

TRACK MODIFIED

The Track Modified class is intended for vehicles that are extensively modified for track and competition use. This class is for drivers that have participated in competitive driving previously.

CHASSIS / AERO

- All vehicles must retain stock chassis.
- Alternate materials for Hood, Trunk, Roof, & Fenders are allowed. Fenders and quarter panels may be modified if over-fenders, flares, or wide-body is added.
- Doors may be an alternative material of alternative side impact protection is installed. I.e., 6 point or greater cage with door bars.
- Vehicles are permitted to run two significant aero modifications at the rear and front.
- Dual wings are permitted.
- Up to 4 canards at the front and rear of the vehicle are permitted.
- Active aero is prohibited, unless factory equipped
- OEM glass windshield must be installed, polycarbonate of ¼" or thicker windshield may be installed as alternative.
- Flat bottom floors are prohibited, unless OEM equipped.

- Diffusers and splitters may only protrude inward to the axle centerline unless OEM
- OEM Wheelbase must be maintained.

ENGINE / DRIVETRAIN

- Sequential gearboxes are approved but must be manually actuated by a transmission linked lever, in general location of original shifter.
- Leaded, Unleaded and E85 are permitted.
- Mixed manufacturer engine swaps are permitted.
- Drivetrain changes from FWD to AWD and RWD to AWD are allowed.
- Nitrous is not allowed.
- Hybrid Drivetrains are not permitted, unless oem equipped.

SUSPENSION / TIRES

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 60 or higher. Tires from other markets EU, JP are permitted as long as they match the UTQG Rating. Tires in this class must be available as a current product offering by a tire supplier to all competitors. Discontinued or specialty offerings are banned.
- Tire width is unlimited in all classes.
- Suspension is limited to three adjustments unless OEM Equipped.
- Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM. In some cases, conversion to coilover spring/shock/strut may require reinforcement (ie: modern corvette). If another means of strengthening the mounts is used, but is outside the scope of factory mounting locations, it may be approved on a case by case basis if geometry is unchanged from factory.

INTERIOR / MISC

- A 6 point roll cage with side impact protection is recommended. The Roll Cage may penetrate the firewall. The firewall must be sealed.
- Head and neck restraints are required. For cars and drivers in TrackMod not having a roll bar, a Simpson Hybrid or equivalent head and neck restraint is required.
- Cars must retain primary dash assembly. Dash may be trimmed for the facilitation of safety equipment.

- Climate Control, Headliner & Carpet may be removed.
- All vehicles must have fire suppression. (fire extinguisher mounted and accessible within driver's reach)

PRO-TOURING DESIGNATION

In an effort to include vehicles loved by the aftermarket and enthusiasts, yet potentially left with minimal competition outlets, vehicles built in or before 1986 are subject to the following allowances within the TrackMod Class:

- Reengineering the chassis to a tubular or partially tubular design is permitted
- These vehicles are subject to a 2800lb minimum race weight (post race with driver).

UNLIMITED

The Unlimited class is for cars that are significantly modified beyond stock form. This group is for advanced and expert drivers only.

- Cars must be based on a chassis from a vehicle with a DOT VIN.
- Cars must be closed wheeled.
- Nitrous Oxide is permitted with proper blow down tube and mounting.
- OEM and Aftermarket Hybrid Drives are permitted.
- Any Fuel is permitted, if Methanol is used GRIDLIFE & Track Staff must be notified.
- Vehicles must adhere to all safety rules.
- All vehicles must have fire suppression. (fire extinguisher mounted and accessible within driver's reach)
- All vehicles must have a minimum 6 point roll cage built to specifications laid out in the #GRIDLIFE GTCR, unless approved by gridlife staff prior to the event.
- All drivers must run with a FIA or SFI approved head and neck restraint system. IE: Nextgen / Hans / Zamp.
- All drivers must wear single-layer or better fire retardant drivers suit, along with fire retardant gloves, socks & shoes.

SUPER UNLIMITED

The Super Unlimited class is for cars that do not fit into the other Track Battle classifications. This provides a competitive class for nearly any 4 wheeled vehicle including open wheeled vehicles.

- All modifications are unrestricted.

- Any chassis may be used that has adequate driver protection including rollover, side impact and 5+ point harnesses accepted by #GRIDLIFE Staff.
- All vehicles must have fire suppression.

TRACKBATTLE EV

TrackBattle EV is the beginning of a wave of electrified racecars. This class is intended for electric/electric converted vehicles that can be extensively modified for track and competition use. This class is for drivers that have participated in competitive driving previously.

CHASSIS / AERO

- All vehicles must retain stock chassis.
- Alternate materials for Hood, Trunk, Roof, & Fenders are allowed. Fenders and quarter panels may be modified if over-fenders, flares, or wide-body is added.
- Doors may be an alternative material of alternative side impact protection is installed. I.e., 6 point or greater cage with door bars.
- Vehicles are permitted to run two significant aero modifications at the rear and front.
- Dual wings are permitted.
- Up to 4 canards at the front and rear of the vehicle are permitted.
- Active aero is prohibited, unless factory equipped
- OEM glass windshield must be installed, polycarbonate of ¼" or thicker windshield may be installed as alternative.
- Flat bottom floors are prohibited, unless OEM equipped.
- Diffusers and splitters may only protrude inward to the axle centerline unless OEM
- OEM Wheelbase must be maintained.

MOTORS / DRIVETRAIN

- Drivetrain changes from FWD to AWD and RWD to AWD are allowed.
- gearboxes/transmissions are open.

SUSPENSION / TIRES

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 60 or higher. Tires from other markets (EU, JP, etc) are permitted as long as they match the UTQG Rating. Tires in this class must be available as a current product offering by a tire

supplier to all competitors. Discontinued or specialty offerings are banned.

- Tire width is unlimited in all classes.
- Suspension is limited to three adjustments unless OEM Equipped.
- Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM unless heavy modifications are needed in the case of electric conversions, in which case modifications must be approved by Gridlife track staff prior to event (adam@grid.life and abrin@grid.life). In some cases, conversion to coilover spring/shock/strut may require reinforcement (ie: modern corvette). If another means of strengthening the mounts is used, but is outside the scope of factory mounting locations, it may be approved on a case by case basis if geometry is unchanged from factory.

INTERIOR / MISC

- A 6 point roll cage with side impact protection is recommended. The Roll Cage may penetrate the firewall. The firewall must be sealed.
- Head and neck restraints are required. For cars and drivers in not having a roll bar, a Simpson Hybrid or equivalent head and neck restraint is required.
- Cars must retain primary dash assembly. Dash may be trimmed for the facilitation of safety equipment.
- Climate Control, Headliner & Carpet may be removed.
- All vehicles must have fire suppression. (fire extinguisher mounted and accessible within the driver's reach)

ELECTRIC PRO TOURING

In an effort to include vehicles loved by the aftermarket and enthusiasts, yet potentially left with minimal competition outlets, vehicles built in or before 1986 are subject to the following allowances within the TrackBattle EV Class:

- Reengineering the chassis to a tubular design permitted
- Vehicles are subject to a 2800lb minimum race weight.

COMPETITION FORMAT:

Practice and Qualifying

#GRIDLIFE TrackBattle participants will have multiple 20 minute sessions throughout a race weekend in an attempt to qualify for the TrackBattle.

RUN GROUPS: Run groups will be assigned and updated after each heat based on laptimes. These groups exist for the safety of all TrackBattle competitors, to help ensure that cars in close proximity are of similar performance.

FAILURE TO RUN IN SPECIFIED RUN GROUP: At their discretion, drivers may opt out of running a given heat. Drivers are not permitted to run in groups other than their own, unless specifically allowed by Gridlife Track Battle Officials. Requests to run in alternate groups because of a schedule conflict (eg. instructing HPDE drivers), will be allowed but should be discussed with officials. **In the spirit of clean competition, Hardship laps (not passing start-finish, "out and in" laps) may be given to competitors to check fixes or remedy vehicle issues, at the discretion of Gridlife staff. Driving in sessions not purchased, even if mistakenly released by grid staff, MAY result in penalties.**

HIGH-RISK DRIVING: At the safety stewards discretion, a driver may be black flagged during the session because of high-risk maneuvers. A driver involved in an incident resulting in 4 wheels off course **may** be black flagged and forego the remainder of the session. **Black flag impound area is a required stop in grid following a black flag for driving issues.**

TrackBattle Season Points:

Points will be awarded to all competitors in each competition class. The following represents the points available per event: based on finish position, regardless of drivetrain.

PLACE POINTS: The number of points available for a given event based on finishing position in class. Points awarded will be based on the following formula:

Primary Earned Points = 100 - (10 x (Time Difference from 1st in Tenths))

As an example, 0.5s behind 1st place = $100 - (10 \times (0.5))$
= 95 pts

SEASON CHAMPIONSHIP:

- The 2020 season champions will be the drivers of each class that have the highest number of total points.
- Drivers are able to choose as many events to attend as they wish to accumulate season points, but only their four best event scores will be counted toward championship.
- Points are applied to the specific vehicle class as entered for the first event of participation. Drivers that switch classes mid-season will forfeit any points gained in previous classes. Tie Breakers for season finale will be decided as follows: Most wins, most podiums, most races attended.

All drivers must adhere to all rules as stated in the #GRIDLIFE GTCR. Any questions can be emailed to: adam@gridlife.com and Abrin@grid.life.

Track Battle Brackets (when applicable)

- Following qualifying, competitors will be entered into a bracket which will form the basis of remainder of competition. Overall times will dictate seeding within this conventional single elimination format. All eligible cars for each class will be selected (street, street modified, track modified, unlimited), regardless of drivetrain. Head to head matchups will be a Touge style that puts two drivers from against each other in a dramatic chase to the finish.
- The battles will consist of a lead follow format consisting of up to three hot laps. Each vehicle will compete in a lead lap and a chase lap. The initial lead car will be the one having the faster time during qualifying (for first round of the bracket), or the one having the faster time in the previous round of the bracket. Heats will begin as flying laps with both cars on track simultaneously. The time gap between the lead car and the chase car will be measured as the lap begins. At the end of the lap the time gap between the lead car and chase car will be measured once again to determine if the lead car was able to increase their distance from the chase car. If the lead car is able to increase the timed gap from the chase car the win for the heat goes to the lead car. If the time gap decreases then the win for the heat goes to the chase car. The cars will then change

positions. Lead car will become the chase car and the battle will replicate for a 2nd lap. The winner is the driver that wins two heats of the three. In the event of a tie, the initial lead car will be in the lead for a tie-breaking final lap.

- A maximum gap between cars at the start of each hot lap will be judged by officials to be not exceed 10 car lengths roughly, or what is judged to be reasonable for the two cars in the battle. Chase cars exceeding this distance will forfeit the hot lap. It is the chase car's responsibility to mind the gap for the start of hot laps. The lead car will set a moderate pace on out lap and on the changeover lap, however both cars must enter the final corner at race pace before beginning their hot lap.
- Drivers must be ready to battle at the time of their matchup. Hardship/waiting/"car trouble" time will not exceed 1 minute in Round 1 of the battle. In the semi-final and final rounds, a maximum of 5 minutes for refueling/preparation will be offered. Drivers not prepared to battle at the expiration of that time will forfeit their battle, unless otherwise allowed by time attack officials.
- Passing during a hot lap is forbidden unless the lead car has conceded the lap. The lead car may not brake check or slow to an unreasonable pace during the battle in order to cause a pass.
- Drivers putting 4 wheels off during a hot lap will forfeit the entire battle.
- Drivers forfeiting a bracket matchup will always finish last within a given round. Should more than 1 driver in a bracket forfeit their matchup, their final finish position (8th, 7th, etc.) will be determined based on times set before bracket competition began.
- The final battles will result in an overall top 3 for each of the primary classes; resulting in 12 total podium positions.
- Before bracket battles begin, season points will be calculated as normal. Season points champions being determined as the drivers with the highest totals from their top 4 events.
- Laptimes set by the defeated drivers in each round of each class will be compared to determine their finishing position within the bracket. For all drivers outside of the bracket, finishing position will be determined by overall best lap time during practice/qualifying sessions.