

## **SundaeCup 2021 RULES**

### **INTRODUCTION**

The #GRIDLIFE SundaeCup is designed to be a tight competition in daily drivers with minimum modification. The SundaeCup is designed to allow any vehicle with a factory power to weight ratio of 25:1 to compete against similar vehicles in a daily driver battle within the Time Attack format of the TrackBattle series. All SpecFit and SundaeCup cars must be within the "spirit of the rules" and any car judged by the TrackBattle staff to be outside the bounds of the "spirit" of the rules will be moved to an appropriate class. The "spirit of the rules" is a simple, bolt-on street car.

### **MODIFICATIONS**

#### **POWER TO WEIGHT RATIO**

All vehicles competing in the SundaeCup must have a Factory power to weight ratio no greater than 25:1, with driver based off wheel horsepower or 22:1 Based off Crank horsepower. Up to 200 lbs of weight can be added to a safe location, bolted down with grade 8 bolts, 1/2", with appropriate washers and backing plates, to "adjust" the power to weight ratio to be 25:1. Rough power to weight will be scrutineered when necessary, using scales, a dyno, or data acquisition comparison to a known legal car.

#### **ENGINE**

Engine modifications will be restricted to intake tube, filter and exhaust changes only. Engine internals must be OEM. No forced induction. If an engine is suspected to be modified, Gridlife reserves the right to have it tested on a chassis dyno and inspect internals with an inspection camera.

#### **SUSPENSION**

Suspension parts that bolt on are allowed (struts/shocks, springs, sway bars), OEM bushings. Shocks only 1 way adjustable. Sway bars open. No modified pickup points on body. No additional struts or shocks may be added other than factory locations.

#### **AERO**

Cars cannot be fitted with non original factory equipment wing or splitter and must have no added underbody aero. Lip and skirts are open.

#### **DRIVETRAIN**

No Limited Slip or differential changes or additions, OEM transmission internals only (as equipped by manufacturer)

#### **WHEELS / TIRES / BRAKES**

Tire eligibility. 205 Width 200 Tread wear. Falken Azenis RT660 spec tire, Azenis 615 allowed as well.

8" width max.

Brakes are open, but must be OEM manufacture calipers

## WEIGHT / SAFETY

"OEM equivalent weight" to start (no weight reduction ). Weights will be taken, with driver, and averaged at first event and added to rules in future. The target future weight will be OEM weight with a full tank of gas, and an average driver size of 180 lbs. Weight will be added to the spare tire well.

Non-structural interior components (plastics, etc.) may be removed in the general vicinity of a roll cage / roll bar. For example, door cards in conjunction with door bars, rear seats and rear interior in conjunction with rear rollbar/rollcage , headliner with upper portion halo/A-pillar/B-pillar rollcage, etc. All rollbar/rollcage requirements are to follow the outlined requirements in GTCR or equivalent requirements from approved alternate sanctioning bodies. In all Street-based classes (ST, SGT, SM, SC, TR), dash and carpet are not allowed to be removed, though they may be modified to allow for installation of rollcages.

Cars prepped to "BSPEC" wheel to wheel rules, and fully adhering to the rules of BSPEC are allowed, with the exception to the rules being that they must use the prescribed tire for Gridlife SC. If BSPEC cars prove to be too advantageous, weight will be added to their spec lines.

Safety gear (rollcage, etc,) is unlimited, and encouraged.

Seats are allowed to be changed to options with more bolster, etc. All front seats must be mounted properly for track use and capable of safely holding a passenger.