

As of 11/28/2022

PURPOSE AND EXPECTATIONS, 2023 Ruleset

A core goal of Gridlife Touring Cup (GLTC) is for competitors to race in an enjoyable and close-quarters series with a broad array of cars, providing spectators an opportunity to experience the thrills of watching multi-marque production vehicle based competition. GLTC Staff will always strive for a balance of performance across a broad array of potential cars, without tight restrictions on vehicle build and design. The open nature of the rules allows the car builders to have a wide amount of tunability, something lacking in current popular wheel to wheel classes, and focuses on the areas Gridlife feels contribute to the speed of cars (drivetrain, tires, aerodynamics, etc.). Rule changes may occur throughout the season in an effort to improve the racing parity but will not be issued with a punitive nature. The potential of parity is the goal however parity in cars is not and cannot be guaranteed.

Driver Expectations

The expectation is that drivers will focus on having fun as a primary goal. Crashing into other cars and repairing racecars is not an enjoyable experience and should be avoided. Clean and civil racing isn't just encouraged, it is **mandatory**. Car-to-car contact deemed avoidable or intentional by the Gridlife Motorsports Director and the Director's support team will result in disqualification and potential revocation of the driver's racing license and ability to participate in future Gridlife events. Car-to-car contact reflects poorly on the image of the series and wheel to wheel racing in general. Car-to-car contact is costly to repair and potentially dangerous to the driver's physical well being. Close quarters, non-contact drafting is acceptable, and should be practiced with extreme caution.

Contact with Cars, and Resulting Points Penalties

1. On track incidents/contacts are investigated without the drivers' involved asking, if reported by drivers, Gridlife staff, corner workers, or seen on broadcasts. Nevertheless, drivers are expected to report all contact to the race director/GLTC officials. Driver infractions, incidents, and unsatisfactory behavior is recorded in the season record and published. Race and/or Motorsports director determines when/if issues with individual driver(s) will result in said driver(s) being pulled from competition. If it is believed a Driver(s) may be a detriment to the quality and cleanliness of racing, this is the action taken.
2. If a driver (Driver A) causes another driver (Driver B) to lose finishing position in a race, due to car to car contact ruled by the Race Director to be the "fault" of Driver A, Driver A, at the discretion of the race director, might not receive points for the race in question (event championship/season points) . The starting position for the next race for Driver A is up to the discretion of the Race Director.
3. Situational awareness, safety, and quality competition are the primary demands from drivers. Conduct deemed "unsportsmanlike" is unacceptable in any fashion. All contact resulting in damage and/or a car leaving the racing surface is unacceptable. Plan all actions on track in close

quarters with other cars in a proactive manner that results in vehicles making zero contact. Fault will be judged harshly and swiftly based off of 3 things:

- a. Video, when available. (in car, showing driver hands, required in all cars in 2023)
 - b. Best Judgment of Directors based on interviews of all involved and near incident,
 - c. Attitude of suspected "at fault " driver towards the incident.
4. A goal of GLTC is enjoyment of close quarters diverse vehicle racing by all involved. Causing less success of that goal of enjoyment in any way will result in removal of the at fault driver from participating. Penalties being issued post incident will vary, and the main goal of penalties will be to help build the drivers involved in the incident into the caliber of "situationally aware" driver desired in GLTC. **The general rule of “if you are hit, it is your fault, and if you hit someone else, it is also your fault” will always apply in GLTC, as it takes two drivers to be involved in a multi-vehicle incident.** Building the future of the class and desired culture of the class will always be the ultimate goal of any ruling and discussion on vehicle contact.

“The worst thing that can happen by leaving enough room for another car is that you have a great race.” -- anonymous GLTC driver

Meetings Attendance

All drivers must attend GLTC meetings in a race weekend, and if they are forced to miss one for any reason, they must see GLTC event staff for a briefing before entering the track. The Driver Expectations will be constantly reiterated in meetings. Quality driving and sportsmanship is the backbone of GLTC. If staff perceives participants failing to internalize these ideas, the class is considered failing at its goals. Meetings attendance is considered a primary method of reinforcing the series ambitions, and creating quality weekend flow.

Event Check-In

All Gridlife competition drivers are required to check-in with Registration/Timing and Scoring as scheduled at the beginning of each event, **in whatever means needed to satisfy Timing and Scoring for event production (electronic or in person, see pre-event driver communication on event-to-event basis).** The purpose of this is to verify valid competition licenses, verify transponder numbers, and eliminate duplicate car numbers on track. This up-front effort is critical in helping events run smoothly and assisting the Race Director and Timing and Scoring team in maintaining their health and sanity. **Drivers who do not check-in as required will not receive qualifying or finishing positions in any scheduled competition sessions until they have checked in.**

Driver Eligibility

1. Drivers must be on the GLTC Approved Driver list or have a valid competition license or racing allowance no older than 5 years from recognized club racing sanctioning bodies. All drivers not having successfully (no contact) participated in GLTC races will be watched and potentially

coached their first race weekend. The culture and clean driving goals of GLTC will always be the ultimate goal of the coaches and driver development staff.

- a. If new to GLTC, drivers must submit driver experience via email to Adam@grid.life and Scottg@grid.life before events.
- b. All drivers having no comp license in good standing (with multiple race weekends of history) must email scottg@grid.life and Adam@grid.life, and the following criteria should apply. They will be eligible for the Competition Evaluation program held at most events, at no extra cost.
 - i. Novice license from recognized sanctioning body.
 - OR-
 - ii. Wheel to wheel experience including enduros (documentation required)
 - OR-
 - iii. Highly Experienced Gridlife Time Attack Competitor or advanced/instructor level driver, with written approval from motorsports director. Competition evaluation must be completed during the first Gridlife race weekend. (Scottg@grid.life)
 - AND-
 - iv. Must adhere to all safety and conduct regulations for drivers outlined in the GTCR (Gridlife Trackday and Competition Rules)
- c. Gridlife has the right to reject and remove drivers with valid licenses or previous approvals in cases of driver misconduct. Drivers may be reconsidered after more experience is gained or Gridlife comp evaluation school is completed.
- d. Gridlife will host comp evaluation schools during most race weekends, where requests are made for licensing. ALL drivers who are registered to race GLTC in a weekend and who have never before participated in a GLTC race, regardless of license status, **MUST** attend a “ New to GLTC” meeting (typically morning of first day of event), or be signed off by Motorsports, Race, or Competition Director to drive based on conversation/individual meetings with that Director.

All new GLTC drivers will be considered to be on “rookie supervision” for their first year of events, or at minimum the first 4 weekends they race. They are expected to drive to the highest level possible, while maintaining a clean record with regard to vehicle to vehicle contact. Rookies are required to have in-car video recording during all competition/timed sessions, and must have a staff coach or mentor review footage of at least two competition sessions during their first weekend. Rookies (those who have not competed in sprint racing before elsewhere) will take a mandatory 10 place grid drop for their first race so that their ability to manage vehicle and racing environment during starts, passing, etc may be better observed and practiced. Race director or designated mentors reserve the right to enforce a grid drop for rookies during other races their first weekend as well, and this weekend should be viewed by the rookie as a “learning” environment more than a “competition” environment.

In an effort to build and maintain GLTC as a place to race cleanly and trust the drivers everyone races with, drivers failing to maintain a “clean record” of driving style or incidents may be placed on “probationary supervision”. This may be due to multiple incidents, impacts, or multiple credible reports of “ great lack of trust” from staff or other drivers. While on this supervision, it is required that drivers maintain a clean record. Being placed on Probationary supervision several times may result in losing the ability to race GLTC. The ability to earn season points when on supervision will be suspended. Drivers

will be released from supervision when mentors monitoring their progress or race director/motorsports director are satisfied that the driver has developed and resolved any root issues contributing to the issues placing the driver on supervision in the first place.. Please race with caution and precision to avoid incidents at all times.

Passing Expectations of Drivers

1. Trailing drivers should only place their car alongside a competitor in a corner or brake zone if the lead driver can reasonably expect them to be there. This expectation is most clearly accomplished by establishing position alongside prior to the braking zone/corner. This does not mean that the trailing driver must reach some predetermined point on the body of the lead car. Overlap in any capacity prior to a corner is sufficient to put both drivers on notice of each other's positions. The trailing driver should position themselves to have an "out" if the gap closes up, and should try to the best of their abilities to anticipate the intentions and trajectory of the lead car. **This is especially critical if the lead car is also engaged in a battle for position with a car or car(s) ahead.**
2. The lead car should be conscious of the cars around them, their relative closing speeds, and attempt to anticipate their intentions to the best of the lead car driver's ability. The lead car is expected to leave a full lane of racing room once a car establishes overlap with any portion of their car's body prior to a braking zone or corner. Most critically, this means not "squeezing" or "pinching" in the braking zone. Anytime overlap exists between two cars, both drivers are expected to maintain control of their vehicles while providing the other with a full lane of racing room. **It takes two CARS to cause a collision and it takes two DRIVERS to prevent them!**
3. Blocking to defend position is not allowed. One single, logical for the racing line, "move" or "direction change" of the car is all that is allowed when defending position. Reactive moves obviously done for the sole reason of preventing a pass are prohibited.

"Race for the racing, not for the outcome." "Embrace the race."

Team Driving

Team driving is allowed but teams will not be eligible for season points championship. Teams are only allowed when registered as a team with timing and scoring, and when both/all drivers are seen as equally competent /approved by Gridlife staff to run as a team. Teams with a widely varying level of experience (in traffic, etc) may potentially be asked to have the vehicle placed "where the current driver has qualified" **at best assessment of the race director.**

Hardship Laps

"Hardship" or "testing" laps, outside of GLTC allotted track time, may be potentially given on a case by case basis, by the Race /Motorsports directors. If given, the time/session allowed on track and the quantity of allowed laps must be obeyed. "Out and in" is the common allowance, meaning, do not pass start/finish or complete a full lap.

Car Prep Rules

1. Competition Weight

To calculate Competition Weight, first determine Competition HP. Next, select all applicable Competition Balances in the tables below. **COMPETITION WEIGHT INCLUDES DRIVER AND ALL ITEMS/FLUIDS/ETC., POST RACE.** Equation and an example is shown below. Make sure to add all percentages first!

Comp Weight = (Comp HP / 0.08) x (Comp Balance)
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ex: $2446 \text{ lbs} = \frac{190\text{hp}}{0.08} \times (3\% + 3\% - 3\%) = \frac{190\text{hp}}{0.08} \times \frac{100 + 3}{100}$
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2. Competition HP

Comp HP is determined on an approved dyno (Dynojet) using peak WHP. Comp Balances are added to equalize engines with greater torque and/or flatter hp curves and may be adjusted as data is obtained. Please see dyno rules below for more details on dyno procedures. **All dyno sheets on all cars must be submitted prior to the event, to adam@grid.life, abrin@grid.life, hardtimer@grid.life. ~~Analysis will take place, and an assessment of powerband detune modifier will be assigned.~~** In any possible case please include .drf or .wp8 files along with graph. In cases where vehicle tuning is being performed at a dyno on-site at the event, competition forms and dyno sheets can be submitted up to 1 hour before the beginning of competition. Changes to competition form at the request of Gridlife staff, may occur at any time. Drivers are allowed to make voluntary changes to the competition form up to 1 hour before the next competition session. If it is determined that drivers have failed to submit their requisite documentation by the deadline, that driver will be subject to a penalty or disqualification. **Based on the prior 4 years of judgment and analysis of percentages of engine detunes, non detunes, and types, it has been determined that in 2023 certain engines and sizes will receive modifier percentages in line with what has been judged to be effective for parity based on historical data. This percentage may change for certain brackets or engine families, as needed at any time.**

Competition Balance		Details
Sub 2.0L	-2%	Displacement < 1,990 cc (NA 2 rotor ENGINES INCLUDED)
2.0-2.5L	-1%	1,991 cc Displacement to 2500cc (see spec lines of Honda/Acura K series)
2.5-2.9L	0%	2501cc Displacement to 2900cc
2.9-3.6L	1%	2901cc Displacement to 3500cc
BMW S54	3%	Regardless of tuning/detuning
Porsche 3.2-4.0	3%	Regardless of tuning/detuning
S2000 F20/F22	1%	Regardless of tuning/detuning
K20 engine, all types/modifications	1%	Regardless of tuning/detuning

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K24 engine, all types/modifications	2%	Regardless of tuning/detuning
3.6-4.5L	3%	3501cc Displacement to 4500cc
4.5-5.3L	4.5%	4501cc Displacement 5350cc
5.3L+	5.5%	Displacement \geq 5351 cc
	+	FORCED INDUCTION
Forced Induction	1.5%	Any engine using forced induction. (no V8's). Modifier percentage is in addition to displacement modifier above

4. Aero

Competition Balance		Details
Front Aerodynamic Device (Splitter)	+3%	Splitter blade may extend up to 3" past the vertical backing surface where the horizontal exposed splitter blade meets said vertical surface (air dam, lip, etc). Splitter cannot extend further rearward than the front hubs centerline and no wider than the tires when pointing forward. Must be flat bottomed and horizontal with a +/- 5 degree AOA allowance. Check below for more details.
Rear Aerodynamic Device (Wing or Spoiler)	+3%	Any rear aero device of single element design between 500in ² and 701in ² (element maximal length multiplied by the element maximal chord length, or an area calculation, as close as possible, of a spoiler where air passes over and not around device). Check below for more details/restrictions.
	OR	see next box
SPLITTER AND WING choice	4%	Utilize both of the above? (splitter AND large allowed wing)= 4% total
Additional allowances		See below
OEM canard/diveplane-like lips	1%	S2000 CR lip and similar judged to be "effective", and subject to modifier. Similar ,yet unspecified, OEM bumper add-on pieces may be subject on a case by case basis. Blatant dive plane or canard like lips or bumper covers will be subject.
Rear Aerodynamic Device (Wing or Spoiler)	+1%	Any rear aero device of single element design between 251in ² and 499in ² (element maximal length multiplied by the element maximal chord length, or an area calculation, as close as possible, of a spoiler where air passes over and not around device). Check below for more details/restrictions.

5. Drivetrain Layout

Competition Balance		Details
FWD	-1%	Select for FWD cars.
Sequential aftermarket motorcycle drivetrain or	+5%	Aftermarket sequential transmissions, assessed weight penalty because of ideal gearing choices and speed of shift afforded. Not recommended , and allowed BY APPROVAL ONLY, email adam@grid.life. Modifier percentage subject to change at any time and for individual cars, if needed, for parity.
PDK/DSG/DCT /automatic of 6 or more speeds.	+2%	Allowed when vehicles fitted with OEM PDK/DSG/DCT/auto of 6 or more speeds transmissions from factory only. Internals must remain OEM besides LSD. No changes to FD.
Dogbox Transmissions	+2%	Aftermarket "Dog engagement" gear transmissions, lever shifted, assessed weight penalty because of ideal gearing choices and speed of shift afforded. If more than two forward gears are "Dog Engagement" style, and non OEM, this modifier applies.
NON ABS	-2%	Allowance when a vehicle is not equipped with ABS (anti-lock braking system)
16" wheels or less	-1%	If smaller diameter wheels/tires are utilized

1. Tire Selection

- a. Select Tire in the table below first. Only tires listed in the table are allowed.
- a. Average size of tires = if the average size of a front and rear tire is equal to or lesser than the allowed size, drivers are considered allowed to move up or down to change the grip and balance characteristics of the vehicle. **It is only allowed to go UP 40mm in allowed size from the base allowed size, and you may undersize at will, resulting in an average or less of allowed size. (Example: if a "245" is a vehicles max size based on weight, it may run a 285 front, or back, and a 205 or smaller on opposite axle)**
- ~~b. Once a weekend has begun on-track activities, tire choice for individual competitors is limited to 2 types of tires (brand or model).~~

- c. Tire shaving is allowed because it is deemed unpoliceable and often advantageous to life of tire in a sprint racing environment.
- d. In any single timed session (races, qualifying events, shootout events) tires may not be shared between competitors.
- e. Tire warmers, warming, or heat retention covers may not be used during competition weekends in GLTC.

NOTE: Tire Category Changes May Occur. All changes will and must be supported by data and durometer readings and will be made solely with the goal of balancing performance and racing. Tires may be added or removed from the allowed list, or assessed a maximum size, as the tire market is constantly changing. As new models come to market, or to add potential tires, testing will be done by Gridlife. Regular drivers will be polled before changes and driver poll results will largely influence the decisions, if changes are to be made. One potential tire addition or subtraction time per year will be allowed, with advanced notice. Changes are highly unlikely, however, once the allowed tires are chosen.

Competition Balance	Details
Allowed Tires	TBD UNTIL JAN 2023, but tentative allowances= Falken 200+TW , BFG Rival/RivalS, Kumho v730, cooper Rs3-R/RS, Continental extremeContact Force or extremeContact Sport, Michelin SC2 Connect240/Ps4s, Nexen 200tw, Goodyear Supercar3 (non "R"), Dunlop 200+ TW , GT Radial 200+Tw

Maximum allowed width per minimum weight, not including weekend rewards weight (rewards weight does not allow a jump in tire size throughout a weekend)

2725 lbs or less lbs	245
2726lbs-2925 lbs	255
2926 lbs-3150 lbs	275
3151 lbs- 3300lbs	295
3301+ lbs	305

7. Vehicle Eligibility

- a. Any production vehicle (mass produced, VIN tagged, or intended for street use) of any year that is sold in any market without major modifications to the chassis, frame, or body is allowed.
- b. Limited production, low volume (50 or less), speciality vehicles such as kit cars, tube chassis converted vehicles, or others, conforming to classes of other sanctioning bodies must be pre-approved. **If outside the scope of the intent of the series, approvals will not occur** (email adam@grid.life with questions). Approved vehicles may or may not receive Competitive Balance Adjustments via additional ballast and/or classified as exhibition entries which are not eligible for points or contingencies (see "tube frame" under "miscellaneous table below).
- c. Vehicles must adhere to all safety and conduct regulations for cars outlined in the GTCR (Gridlife Trackday and Competition Rules) found under the Drivers' tab on Grid.life, under Rules and Tech forms. The vehicle prep safety rules are summarized at the end of

the GLTC rules but ALL GTCR rules for conduct, vehicle prep, etc., must be recognized and adhered to. Failure to do so may result in loss of track time or removal from the event.

8. **Bodywork**

a. **Standard roofline** and pillars must be maintained on all non-convertibles.

- i. If converting from a series that allows roof/windshield removal, windshield must be added and approval must have been granted by GridLife staff prior to event (of cage style, modifications, etc)
- ii. Hardtops for convertibles are required but unrestricted.

b. **Fenders**

- i. Fenders and quarter panels must completely cover the entire tire tread when viewed from above.
- ii. Fenders must maintain similar-to-OEM fender opening shape and height when viewed from the side.
- iii. One vent or louver above the tire per side with an area 45 square inches or less is allowed.
- iv. Cutting bottom of fender behind the wheel and pushing inward to relieve pressure, ie. "Track Life" style fender cutouts are allowed.
- v. 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 in addition to what is allowed (judged by technical staff).

c. **Doors/Mirrors**

- i. Standard door shape must be maintained and doors must be able to be opened from the outside and inside, but are otherwise unrestricted.
- ii. Rear flares that extend onto rear doors are allowed but all doors must be able to open.
- iii. Mirrors are unrestricted but at least two are required inside or outside the body.

d. **Front and Rear Bumpers**

- i. Front and rear bumpers are unrestricted as long as they do not provide a substantial increase in downforce. No elements that include winglets, canards, diffusers, etc. **Bumper lips that exploit the downforce aspect, such as s2000 CR, are not allowed without 1%, as in table.**
- ii. Front bumpers that try to exploit the splitter 3" rule will not be allowed (judged by technical staff).
- iii. Any front bumper or lip (OEM or aftermarket) that resembles a splitter regardless of size will be classified as a Front Splitter and will need to take the Front Splitter adjustment. It is recommended to reach out to technical staff with pictures to confirm if an adjustment is needed. A record will be kept near the end of the rule book with any decisions made on bumpers for reference. OEM lip/appearance packages may be allowed, but must be verified by Gridlife tech to assess no competition balance. In instances where an allowed undertray shares a horizontal surface structure with an air or radiator intake (protruding as a splitter or NOT), this will be deemed to be functioning as a splitter and given the corresponding modifier.

- iv. It is highly recommended to keep the OEM bumper/crash beam with any additional supporting structure underneath the bumpers on both the front and rear of the vehicle.
- v. Full face air dams are allowed but must be vertical and sufficiently mounted/supported so as to not deflect at speed.
- vi. Tire spats mounted to the back side of the front bumper, directly in front of the wheel, with the sole purpose of directing airflow around the tires are allowed but must follow the shape of the bumper/fender and not extend past the tire or wheel with the wheel pointing straight when looking from the front.
- vii. All vehicles must have a tow hook(s) or strap(s), capable of towing or moving the car from the front or rear of the vehicle. These devices must not protrude from the bumper or vehicle in such a way as to potentially damage or "hook" another vehicle in an incident that would otherwise result in no damage, such as a bump draft.

e. Lighting

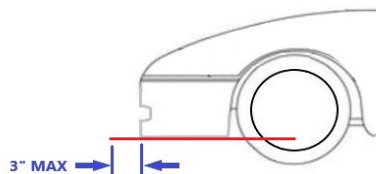
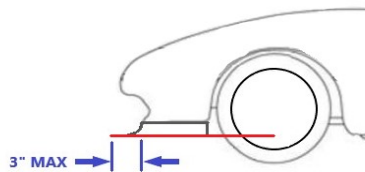
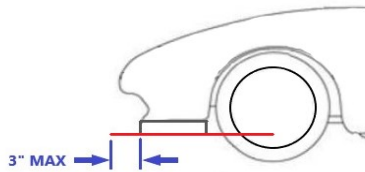
- i. Headlights are unrestricted but **MANDATORY** for any dusk/night race which may potentially occur within a season. OEM headlights are acceptable as a minimum and the use of LED light bars to substitute OEM lights and/or supplement OEM lights is recommended. When additional lighting is added, please consider the impact it may have to the driver ahead of you. Lights must be aimed horizontally or lower to prevent blinding your competitors.
- ii. During dusk/night races, please account for the brightness of your own display/lap timer/tach. Many of these aftermarket displays don't automatically dim resulting in excess brightness and impaired night vision.
- iii. Brake lights are unrestricted but at least two (operable) are required. Racing without operable brake lights could result in a penalty or DQ.
- iv. Rear running lights are **MANDATORY** during any dusk/night races and any races in damp/wet conditions.
- v. **Rain lights** (rear facing, brighter than running lights, and flashing during races) are required for rain conditions for all competitors, in any inclement conditions. Failure to have a rain light may potentially result in revoking of race privileges if rain is deemed hard enough for lack of light to be a safety hazard. It is recommended that rain lights be mounted in such a way to be in the natural field of vision for drivers following. Headlights/forward facing lights **must** be on in rain or inclement weather.
- vi. If any of the above lighting conditions are not met, competitors may not be allowed to grid and start the race.

f. Side Skirts

- i. The majority of the side skirt must be below the bottom of the door and may not extend further outward of the front or rear tires.
- ii. Horizontal portions of side skirts may not exceed 5" (in any horizontal location, bottom side, topside, etc)
- iii. Sliding skirts, which seal the gap between the sides of the car and the ground, are not allowed.
- iv. Side Skirts must be adequately attached to the car so as to not easily fall off (double sided tape is not adequate attachment).

g. Hoods and Trunk

- i. Hoods are unrestricted in shape and design and addition/subtraction of vents, etc, but must be largely similar to the original fitment/design of the vehicle hood.
 - ii. Trunks are unrestricted as long as the original OEM shape is maintained.
- h. Glass**
- i. Glass may be replaced with Lexan or polycarbonate variants such as Makrolon. The front windshield must be at least $\frac{3}{4}$ " thick and all others at least $\frac{1}{8}$ " thick .
 - ii. Driver and passenger front windows must be down and preferably removed. Sunroofs may be retained if not made of glass, or removed and openings covered with an adequate panel of quality construction, of aluminum, carbon fiber, or steel.
 - iii. Alternate materials for the windshield cowl are allowed but the cowl must maintain the original OEM shape. Wipers are free. No custom hood-to-windshield smooth blend panels are allowed. Please feature a vehicle number on the windshield or front of the vehicle for the aid of Grid Workers/Pit Lane Officials.
- i. Splitters**
- i. Splitters are allowed, and must take the modifier if: an undertray shares a horizontal surface structure with an air or radiator intake (protruding as a splitter or NOT) without a vertical element on the forward facing exposed undertray; or the presence of any non-OEM upper horizontal surface is exposed to airflow, regardless of protrusion from or location in the front fascia (eg. Flat section "floor" in front of radiator.).
 - ii. Splitter blade may extend up to 3" past the vertical backing surface where the horizontal exposed splitter blade meets said vertical surface (air dam, lip, etc). The 3" allowance will be measured perpendicularly at all points of the leading edge around the entire vertical surface. First VERTICAL surface begins the measurement of 3" outward. The "edge" of a "lip" that is not a smoothed ramp such as pictured below is accepted as a vertical surface. "Edge" must be $\frac{3}{8}$ " or more to be considered the vertical surface.



- iii. The blade may not extend further rearward than the front hub centerline.
 - iv. The blade may be no wider than the tires (primary dry wheel/tire setup of an individual vehicle) when pointing forward.
 - v. The entire blade must be flat bottomed and horizontal with a +/- 5 degree AOA allowance.
 - vi. Splitter support rods on the outside of the bumper are allowed and unrestricted as long as the only purpose is to support the blade.
 - vii. Splitter rub devices such as titanium pucks, plastic pads, etc. on the bottom of the blade are allowed.
 - viii. No additional vertical or aerodynamic advantageous devices are allowed on the blade such as winglets, diffusers, scoops, ducts, etc.
 - ix. If splitters are found to be out of spec, the competitor will be disqualified. A (post race) exception may be made for out of spec splitters only if damage occurred to the bumper and/or splitter which affected the measurement. It will be up to the Race director, Scrutineers, and Motorsports Director to make a decision on these matters.
 - x. Undertray pieces, OEM or fabricated, are allowed if a splitter is not chosen to be utilized, but must follow the rules above for Splitters. Undertrays are under review for a modifier percentage but are not issued one at this time.
- j. Wing or Spoiler**
- i. A rear aero device, OEM or aftermarket is allowed.
 - ii. If the surface area is above 250 sq. in. up to 701 sq.in. (chord × length) the adjustment must be taken.

- iii. Only one aerodynamic element such as a wing or spoiler is allowed. The only exception to this is OEM hatchback spoilers which are utilized to mount wing brackets, are not considered an aero device. These hatchback scenario “spoilers” shall have no non-OEM elements, and be smooth to the profile of the roof (such as ‘88-’00 civic hatchback OEM “spoiler” which is viewed to be a trim piece, and a common mount point for aftermarket wing standoffs/brackets). A dual element wing is illegal, a single element wing with a trunk mounted spoiler is illegal, a single element wing mounted to the OEM hatchback spoiler is legal.
- iv. Entire assembly (including endplates, and wing mounts) may not extend more than 5” past the most rearward part of the rear bumper when looking from above.
- v. Any part of a wing mount sitting low enough to be a potential point of contact for a bumper of another car shall be a smoothed and flat contact patch, similar to the bumper it is in front of. The object of this is to prevent accidental spins in the case of close quarters racing with minor contact.
- vi. There are no height restrictions.
- vii. Each wing endplate is unrestricted, however, should not exist in space that causes potential contact to cars during close quarters racing. Wings causing potential or actual contact problems will be asked to be removed.
- viii. Gurney flaps are allowed.
- ix. Active aero is not allowed.

k. Misc. Aerodynamics

- i. Any aerodynamic elements or additions (besides splitters, wings, side skirts and approved vents defined in sections above) that may increase downforce or reduce drag such as winglets, dive planes, canards, diffusers, vortex generators, flat floors, tunnels, wheel arch covers, tail extensions, etc. are not allowed.
- ii. Any movable-during-race or active aerodynamic device is not allowed.
- iii. A good rule of thumb regarding any Aero device is, if the rules don't specifically state you are allowed to do so the verdict when you question Race/Motorsports directors will likely be “you cannot”. If clarification is needed, or to request additional details, please consult the staff. (Adam@grid.life) Alterations may potentially be made as a result.
- iv. **Any obvious exploitation of the bodywork rules or unforeseen wording loopholes may be immediately banned and addressed in the rule book.** It will be required to remove the device on the spot. **Intorturation** of the rules for the sake of advantage , in any way, is not allowed. Please contact Adam@grid.life for clarification, pre-event, on items in question. Parity is the goal, **not rules gamesmanship**.
- v. If uncertain of an item's legality, please consult with Gridlife staff.

9. Vehicle Appearance

a. "Look/cool factor"

- i. Gridlife strongly encourages competitors to maximize the “cool factor, or look”, meaning, to stand out from the rest of the crowd and try to maintain a professionally presented vehicle.
- ii. Unique builds and well executed vehicle & driver themes will be rewarded with more visibility both on and off track with live coverage, build spotlights and fan walks.

- iii. When designing a livery and placing sponsored logos and decals, live broadcasts and potential in-car cameras should be considered for optimal placement (add numbers/decals on roof for the aid of the livestream drones if possible).

b. Damage

- i. Cars are not required to be “spotless” or “perfect”, but any major bodywork damage must be repaired.
- ii. Any major damage that occurs during an event must be repaired/**secured** to the best of the competitors ability before taking to the track for the next session/race.

c. Class and Numbers

- i. A racing number is required on each side of the vehicle. For the sides of the vehicle, at least 8” tall numbers that contrast well with the car color and livery are required for cars without number boards. A minimum 6” tall number is required for number boards.
- ii. At least 6” tall numbers are required on the front of the vehicle. Duplicate numbers are not allowed on multiple vehicles in a single weekend. Timing and Scoring reserves the right to ask a driver to change numbers. Please feature a vehicle number to the windshield for the aid of Grid Workers.
- iii. Comp Weight and Comp hp is required to be displayed on the driver side of the vehicle or on roll cage in view of the scrutineering team. This may be temporary/Written on tape/etc. The intention is to speed up and clarify scrutineering/impound
- iv. Driver’s name displayed on the quarter glass, roof or front windshield is recommended.
- v. If a windshield banner or class sticker, or any GLTC class sponsor sticker is provided or mandated by Gridlife for the event, it must be applied to the exterior of the vehicle. GLTC/Gridlife driver suit patches are requested.
- vi. Scrutineering team reserves the right to impound vehicles for any length of time deemed needed to determine compliance, and the right to scrutinize vehicles overnight, with or without the assistance or presence of owners/drivers. Every effort will be made to return the vehicle to the owner/driver with the vehicle in race ready or as-received condition. Assistance in mechanical inspection may be requested of vehicle owner/driver/crew.

10. Drivetrain

a. Engine

- i. Engine swaps are unrestricted but swapped engines must be located in the same approximate location as the original engine.
- ii. Forced induction may be added to a NA (Naturally Aspirated) engine. Forced induction cars may use alternate exhaust manifolds, piping, and intercoolers, turbos and superchargers. Boost by gear is not allowed unless a factory ECU is used and cannot be disabled. Forced Induction engines will carry a Comp. Bal. due to additional torque tuning capabilities.
- iii. All other internal engine mods and bolt on components are unrestricted but are subject to dyno rules in section 13.
- iv. Engine management and ignition components are unrestricted on Naturally aspirated or forced induction engines.

- v. Nitrous oxide, nitromethane, or any other chemicals that increase power is not allowed. E85 and 112 octane or lower are acceptable.
 - vi. Exhaust must exit past in a safe location out of or under the car, and exhaust systems and gasses must not be able to harm other cars in close quarters racing (cannot protrude in harmful way or aim potentially directly at an open window of fellow driver. Please be aware of sound decibel restrictions at certain tracks. If the track deems a car too loud to compete, modifications to comply with track wishes on sound level must be made, or the entry to the event will unfortunately be forfeited.
 - vii. Adjustments to the ECU, boost limit, rev limit or any other method to adjust hp readings before, during or after a session to cheat the Comp hp numbers is not allowed and will be strictly enforced. An ECU Map that can be changed while driving or while on dyno by driver/crew with the purposes of manipulation of the hp/weight goals of the class is considered unsportsmanlike conduct and will result in loss of track/competition time, and all the benefits that go along with racing. Tune-altering switches/mechanisms must be out of driver reach and declared in location to scrutineers. Special scrutineering attention will be placed on cars with variable tune levels, and ECU internals or software may be inspected. If featuring a variable tune, be prepared to explain or exhibit all aspects of the programming or electrical layout of ECU/switch/altering mechanism to scrutineering. Failure to be able to satisfy scrutineering requests for this information may result in loss of finishing position.
 - viii. If illegal tune/power levels are suspected, Data Boxes will be used to compare acceleration rates. If an illegal tune is found to be used (higher boost and power levels, etc) on track, the vehicle and **driver will be banned from future competition**, and all past wins will be deleted from the record. Any contingency or prize earned will be returned and redistributed as deemed fairly by staff.
- b. Transmission**
- i. Driven wheels cannot be altered, ie, no AWD to RWD conversions unless the vehicle in question was offered as multiple drivetrain variants, and conversion is using all OEM parts to accomplish (ie Awd BMW changed to OEM Rwd BMW).
 - ii. Transmission internals and transmission swaps are unrestricted for only H-pattern transmissions (see modifiers for dog engagement gears).
 - iii. OEM PDK/DSG/DCT transmissions are allowed but only with vehicles fitted with those transmissions from the factory. You may swap to a H-pattern transmission if your car came factory with a PDK/DSG but the opposite is not allowed. If PDK/DSG/DCT/**Automatic of 6 or more speeds** is used, the internals must remain OEM besides LSD. No changes to final drive ratio or gears are allowed.
- c. Wheels**
- i. Wheels are unrestricted but must be aluminum alloy or steel. Magnesium or carbon fiber are not allowed.
 - ii. Wheels with spokes that extend past the rim (such as Advanti Storm or Konig Dial-In) are not recommended due to any potential wheel to wheel contact causing significant damage.
- d. Brakes**

- i. Brakes are unrestricted in size and piston count but must be of ferrous rotor face material (aluminum, etc. rotor hats are permitted).
- ii. ABS swaps or additions are allowed, but the ABS unit must be sourced from a factory assembled vehicle, ~~ABS is not a weight adder item at this time but is under assessment for future potential modifier(s).~~ Bosch Motorsports based units are not allowed, even when sold in OEM cars such as Ferrari 458, etc.

11. Chassis

- a. No major modifications are allowed to the chassis, frame, unibody, floor, firewall, etc. unless clearance is required (must not benefit performance in any way), or strengthening/bracing is needed. Non-essential body/unibody items and trim may be removed for the purposes of weight reduction. Major unibody (or frame for non-unibody cars) structural items may not be compromised or lightened. Material may be added to reinforce problem areas or known weak areas on chassis, or repair crash damage, but full reconfiguration, "tube frame conversion", to structural areas of unibody cars is not permitted. Areas of vehicle modified on a unibody car, in compliance of another, or previous, racing class the vehicle competed in, may be grandfathered into allowance on that chassis only, on a case by case basis. Email technical staff for information on if this will be allowed in any certain cases. Modification in question must be deemed non-advantageous.
- b. Clearancing for tires/suspension arms in wheel/tub areas may be done with fabricated modifications but must offer no other performance benefits except wheel and tire fitment or suspension travel to prevent bottoming out of arms/tires.
- c. Radiator supports may be replaced with fabricated items for purposes of fitment or repair to chassis area, but general location of radiator must not be altered from factory and air for cooling of the radiator must flow from the general location air entered the car to cool it originally, in the front of the vehicle for most cars. Blocking off bumper and cooling locations is allowed, provided the openings are left large enough to still supply all air needed to cool the vehicles powerplant.
- d. Chassis suspension locating points may not be altered or modified. Reinforcement of pickup points for longevity purposes is allowed, as is seam welding, but location shall not be changed from location on vehicle when originally produced at factory of origin. In the case of live/solid axle RWD vehicles, suspension pickup points may be added to facilitate converting to alternate axle locating method style (watts link, 4 link, panhard bar, etc) and alternate spring/shock mounts may be used. Making "cambering" modifications to solid rear axles is allowed. In cases of OEM solid/live axle(rear) vehicles, independent rear suspension systems from other vehicles/manufacturers may be swapped in if they are a "full subframe" type swap, where all suspension locating points are original to the donor vehicle (ie, an entire rear subframe/suspension from a Miata, or 350z, may be swapped into, with necessary fabricated modifications, a solid axle car/chassis). The donor vehicle must be a mass produced road going vehicle, no race only/aftermarket suspension geometry. All other suspension rules must be applied as if the suspension was originally installed into the live axle vehicle from factory of origin (no pickup point modification, etc). This allowance is to potentially welcome some unique builds into GLTC and bring them up to the "potential" of modern vehicles.
- e. Alternate front and rear subframes are allowed but only under the following circumstances;

- i. Similar OEM subframes from the same manufacturer that do not alter suspension locating points. For example, EG/DC subframe in an EK.
 - ii. Aftermarket subframes swaps are allowed only for the purpose of facilitating engine swaps, and when suspension pickup points are not altered. For example, KMiata K20/K24 Miata swap package.
 - iii. Subframe swaps or custom sub frames for the purpose of reducing weight are specifically prohibited. Custom subframes for interesting and non-supported engine swaps are allowed, but weight must be within 10% of the factory piece it replaces if less than OEM, and documented with pictures/scales.
- f. Suspension components such as control arms, uprights, knuckles, hubs, trailing arms, etc may be altered, modified or replaced, for the addition/modification of camber or caster or for repair purposes to return to pre-damaged condition/strength. Uprights, knuckles and control arms that bolt on without modification may be used. Hubs are free and may be swapped to aftermarket or otherwise for strength purposes. Aftermarket components for suspension arms that utilize OEM points of contact to chassis and knuckle/hub/carrier pieces are allowed.
- g. Bushings, ball joints, and suspension geometry correction kits are unrestricted.
- h. **All** fluid carrying lines must be secured in such a way that no abrasion occurs to the line. Lines must be adequately chosen for their job in pressure and fluid type ratings, and it is recommended that at all mounting/anti-abrasion points the lines are insulated from fasteners/zip ties with an anti abrasion sleeve of some sort.

12. Scales

- a. All competitors are required to calculate their Comp Weight using the equation in Car Prep Rules, Section 1 with Competition Balance determined in Sections 2-5 and not allowed to run under that value.
- b. Comp Weight includes driver, fuel and fluids and is usually measured immediately after a race.
- c. Scales will be available to competitors only, free of charge, at all Gridlife events, once set up and functioning properly. Consult staff before using.
- d. Top 3 finishers or more, at race director's choice, may be sent directly to the scales immediately after a race where the weight will be measured. Tampering with weight and attempting to cheat scales will result in penalties.
- e. Scales will have a +/-0 tolerance at all events unless specified otherwise. It is recommended to scale the car before any critical session to calibrate min. weight to the scales at that event. Once weighing has begun for a weekend, scale locations will be marked on ground if mobile scales are used, to keep position and variables.
- f. If a competitor ends up under minimum comp weight in impound (this includes rewards weight), they have the right to be pushed off the scales, zero the scales, and reweigh. If still under minimum comp weight they will be disqualified from the previous race, and may be required to start from the back of the field for the next race.
- g. **If a vehicle comes "under weight" they have the option to protest by purchasing dyno runs, when the official dyno is on site, and if the resulting dyno numbers would make the car legal as run, a new comp form can be submitted and the vehicle will be considered legal.**

- h. If a vehicle comes “under weight” by 1-5 lbs, a 10 spot penalty may be assessed. More than 5 lbs shall result in disqualification.

13. Dyno

- a. All competing vehicles need to be dynoed to determine Comp hp which is peak WHP. **Dyno sheets and submitted competition forms are a requirement as it is the method used to declare legality, and relatively equal cars racing fairly are a core objective of the series.**
- b. Comp hp may be equal to actual peak WHP but it is recommended to be greater to give you a safety cushion if you get dynoed at an event. It is recommended to claim 3 to 4 percent above actual dyno results to provide a safety cushion for tech.
- c. Comp hp needs to be certified on a Gridlife accepted dyno every two years or whenever changes are made to the car that can alter peak WHP. Gridlife will accept dyno results obtained on “Dynojet” brand dynos (see dyno section). A vehicle's Comp hp number cannot be lowered unless recertified on a Gridlife accepted Dyno. Competitors must have an electronic or physical copy of the dyno plot. A Gridlife provided dyno will be available to all competitors when possible and use of dyno will be offered at lowest possible price, for testing/recalibration of cars. Gridlife has the right to refuse or approve results from any non-Dynojet.
- d. **Check emails , driver portal, or driver discussion groups for links on how to submit competition forms prior to each event. Any confusion, please email help@grid.life, or see staff at the event upon arrival**
- e. Suspected manipulation of dynos will be accompanied by a data box being placed in the vehicle and acceleration numbers watched. Vehicles may be asked to confirm or replace the dyno numbers with more accurate data before the next race. Disqualification may result from data box findings in this situation if acceleration rate is deemed illegal. Dyno curves on submitted competition forms shall roughly reflect actual day of results. If curves are drastically different than submitted curves, further inspection and scrutineering of ECU programming will be required, and a resubmission of comp form must be done, with new dyno results, if car is deemed compliant.
- f. Race winners, random competitors or suspect vehicles may be chosen after races to verify Comp hp and/or vehicle weight.
- g. Race Director/Motorsports Director may instruct grid workers or staff to send a car for inspection to impound or the Dyno or both. Once a car is designated for scrutineering/impounding that vehicle may not be worked on by driver or crew prior to release from impound. Should a car need a minor repair to facilitate impounding, the repair may be allowed only if it can be performed in impound and must be observed by impound. If a car fails mechanically before inspection is complete that car may be disqualified. Repairs before or during scrutineering may only be mechanical in nature, and no “plugging in” or “diagnostic work” may be done with computers or scanning equipment. Fueling prior to dyno is not allowed unless approved by race directors. Gallons added will be noted, and weight of fuel will be subtracted from the vehicle weight if a re-weigh following dyno results is needed to determine compliance.

h. Dyno Procedure:

1. The following must be completed before dynoing,
 - a. Be sure the vehicle can be strapped to the dyno easily without obstruction. Remove low splitters.
 - b. Engine must be at operating temperature.
 - c. Hood closed and tires at 35 psi.
 - d. SAE Correction J1349 for the Dynojet Dynamometer must be used.
 - e. 3 pulls shall be performed in rapid succession from a low rpm up to redline limiter. If the last pull is +3 hp over the previous, additional pulls will be made until the difference is under 3 hp. Ex: pull 1 (185 hp), pull 2 (190 hp), pull 3 (195 hp), pull 4 (199 hp), pull 5 (201 hp), done.
 - f. The highest recorded hp from all pulls is selected and will be used to verify Competition hp
2. Non Compliance Dyno Result
 - a. In all cases, before a Dyno compliance check, the competitor will be weighed before being sent to the dyno and that weight will be recorded as actual weight. If you are carrying weekend Rewards Weight, that value will be subtracted from your actual weight.
 - b. If a dyno compliance check results in WHP higher than your stated competition horsepower you are allowed to recalculate your competition form using this actual WHP number obtained from the compliance check.
 - c. If your actual weight from the scales is greater than the new updated competition weight, your car will be considered legal and no penalty will be issued. If not, you will be disqualified from the previous race, and will be required to start from the back of the field for the next race.
 - d. It is required to resubmit this new competition form for the remainder of the weekend using the actual WHP or more.
 - e. Dyno operators or scrutineering staff are the only people who can determine fan placement on dyno. Efforts will be aimed towards keeping cars cool and simulate airflow at speed.
 - f. If in the event an impounded vehicle on the dyno is having engine trouble/oil pressure issues, **or other mechanical problems**, it may be disqualified depending on results of dyno(if a dyno pull is made). **If a vehicle is too troubled to safely run on the dyno post-race, and is called to dyno impound, it unfortunately must** be disqualified.

- i. Engine replacements (only due to failure of original engine) during race weekends, where it is not possible to "re-dyno" the car, are allowed to continue racing under the original dyno submission ONLY with permission of the Race Director or Motorsports Director. Engines must be the same spec as the engine they replace, or lesser. In these rare situations, Gridlife will place a Data box in the car (or claim data if the car features an adequate system) for all sessions/races following the swap. Data will be compared to previous sessions of the car, and/or known compliant other-competing-cars, and acceleration data will be used as the judgment as to whether the car is compliant. If acceleration data is suspect in ANY WAY in regards to the car not being compliant in horsepower to weight, the Directors MUST Disqualify the car. Data must show, unequivocally, the car to be compliant, or it MUST be deemed non compliant. This particular special case data is open to display to competitors upon request at the convenience of the technical staff.

14. Data Boxes

Data boxes will be used by the event staff for purposes of event compliance checks and future rules/parity adjustment. Data boxes will be used at most races, and when used, will be installed in the grid or pre race in pits. DO NOT EXIT GRID POST RACE or GRID ADJACENT area without returning data box to GRIDLIFE staff. If a vehicle is found to be out of compliance, definitively, with acceleration data, GRIDLIFE staff reserves the right to remove the vehicle from finishing results. When possible, the vehicle will be rechecked on the Dyno before results/disqualification.

Miscellaneous Table		
<p>The table below contains all other miscellaneous items not covered in Car Prep Rules, sections 1-5 to balance the competition and/or implement penalties. This includes specific engines or chassis that prove to have a significant performance advantage over the competition or alternative modifications over the limits for the sole purpose of out-of-class vehicle eligibility. Some of these items are not recommended and are not intended to be competitive or fair. This table may be adjusted frequently. To request additional items, contact adam@grid.life. Make sure to add Comp Bal before Comp Weight is calculated.</p>		
Item	Competition Balance	Notes
Elise/Exige (All years)	+2%	Adjustment because of the OEM flat floor and rear diffuser. No alterations are allowed.
Tube Frame	+3%	Race cars that are partially, or entirely tube frame are allowed as long as the body resembles a production based vehicle. This adjustment may only be used by vehicles specifically prepared for other sanctioning bodies and must provide

		<p>proof. Item(s) not recommended. Requires prior approval by directors (adam@grid.life and abrin@grid.life) Submit vehicle's build and race history, no "new" for GLTC-only builds accepted. OEM produced chassis that do not meet the "VIN" production rule may be placed into this category if it cannot be shown that they utilize all factory pickup points on chassis and offer no significant advantage (former factory race cars from various "pro" sanctioning bodies). Competition balance may be adjusted if needed.</p>
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Event Format

1. All Gridlife events will feature as much track time and races as possible.
2. Track Battles, Picnics or any other two-day Gridlife events will have 3 – 4 sessions daily with up to 4 races. Additional AM practice sessions are possible. Below are general ideas of a weekend format that is subject to change. Please read each event schedule.
 - a. Friday: Load in day with evening/night test and tune sessions possible.
 - b. Saturday: Practice, Qualifying, Race 1. Additional evening/night race possible.
 - c. Sunday: Practice, Race 2, Race 3.
3. Festivals or three-day Gridlife Events will have 3 – 4 sessions daily with up to 5 races. All weekends will have 4 points races. Additional AM practice sessions are possible. Below are general ideas of a weekend format that is subject to change.
 - a. Thursday: Load in day.
 - b. Friday: Practice, Practice, Qualifying, Race 1.
 - c. **Special requalifier sessions (rules and timeframe in weekend determined by event schedule, often the "Top 10 Shootout" requalifier)**
 - d. Saturday: Practice, Race 2, Race 3 (Evening into night race possible).
 - e. Sunday: Practice, Race 4, Race 5(no points if it exists).
4. The qualifying session will determine the starting position for Race 1. Starting position for each following race is determined by either finishing position from the prior race or fastest lap times from the weekend with a possibility of partial or full inverted field. Traditional weekend format: Race 2 grid is determined by the fastest lap of Race 1. In instances of timing failure in race 1, qualifying results will determine race 2. Race 3 grid is the finishing position of Race 2. Race 4 grid is Finishing position of Race 3 with a random invert number drawn for leading cars. **In instances of races 2-4 losing timing and scoring, finishing position will be via videos.**
5. Qualifying sessions are typically long. Vehicles may be impounded after qualifying sessions. Drivers should anticipate long sessions and plan NOT to refuel during sessions. If called to impound mid-session, drivers may return to the track and impound after, but nothing may be added to vehicle, and vehicle may not return to pits before clearing impound. (no fuel, weight, etc). **An early return to paddock may send a vehicle to impound automatically, and once impounded, vehicles may not return to the racing surface during session. If a repair is needed and a satisfactory or exceptional time has been set already by the driver of vehicle needing repair, notify grid staff if leaving the hot pits, as Impound or non-return to racing surface will likely be the result.**
6. Race results are not released until investigations and impound are completed, to the best of the ability of staff, in the time allowed. Results may be released while investigations are still underway if Race Director deems it necessary and prudent. Failure of a vehicle to pass all utilized forms of impound will result in disqualification.

7. Some races may be untimed, and based on photo finishes ('Track Day Picnic' for example). Only the top 3 finishers will be officially recognized, and each race will be a separate event during the weekend. Qualifying may be based on standing start autocross times, with each competitor given 1 (ONE) opportunity for qualifying at minimum.

Rewards Weight

1. Vehicles that finish on the podium will accrue Rewards Weight as a means of balancing the competition and accounting for various advantages to the car/driver not covered in the rules.
2. The maximum amount of Rewards Weight is **9%** lbs regardless of vehicle. Vehicles must be able to add **9% of overall competition weight** in lbs of ballast to the car safely throughout the weekend. A ballast system that makes adding or removing ballast quickly and easily is highly recommended due to limited time between races. All ballast weights/plates need to be adequately bolted to the chassis with sufficient backing plates to ensure safety. **It is allowed and encouraged that, in lieu of adding the full 9%, for safety purposes, drivers have an alternate horsepower tune (higher Weight to WHP) to substitute for physical weight, but competition forms must be submitted before the next race if utilized.**
3. **To avoid "sandbagging", Qualifying results will be public near the end of the session, broadcast at the time of choosing of race or motorsports directors. Qualifying rewards weight will be 4% for 1st, 3% for 2nd, and 2% for 3rd, -1% for 5th. 4th position and below 5th will get no rewards weight. Qualifying will reward P1 with 3 points, P2 with 2, and P3 with 1 point.**
4. For each race finish, the following positions will be affected by Rewards Weight;
 - a. 1st: +3% lbs of original declared competition weight
 - b. 2nd: +2% lbs of original declared competition weight
 - c. 3rd: + 1%lbs of original declared competition weight
 - d. 4th: 0 lbs
 - e. 5th: Remove 1% lbs of Rewards Weight
 - f. 6th: Remove 2% lbs of Rewards Weight
 - g. 7th or higher: Remove 3% lbs of Rewards Weight
5. Top three competitors will be reminded at post-race tech to add or remove Rewards Weight based on finishing position, but it is still the competitors responsibility to keep track. Rewards Weight will be recorded by staff and displayed in tech on a white board. Vehicles that end up being under their Competition Weight plus Rewards Weight will fail tech and be DQ'd as a result.
6. For positions 5th or higher, the subtraction of weight is only to Rewards Weight if you accrued some from previous races. That means at zero Rewards Weight, you cannot go lower than your claimed Competition Weight.
7. Rewards Weight does not carry over to the next event.

Points Format

Points will be awarded for each race if the competitor completes at least half the number of laps as the race winner based on the finishing position shown below:

Position	Points		Position	Points		Position	Points		Position	Points
1st	25		6th	14		11th	9		16th	4
2nd	21		7th	13		12th	8		17th	3
3rd	18		8th	12		13th	7		18th	2
4th	16		9th	11		14th	6		19th	1
5th	15		10th	10		15th	5		20th +	0

In addition to previous years race points, Qualifying will reward P1 with 3 points, P2 with 2, and P3 with 1 point.

Event Winner

1. Each Gridlife event will feature a mini weekend championship that determines the Event Winner, runner up and 3rd place finisher.
2. The points awarded from each race during that event will be added together and the top 3 determined by the most points. In the case of a tie, the finishing position of the **qualifying session** will be used as the tiebreaker.
3. Ceremonies will be held shortly after the last race unless held up by scrutineering.
4. "Spirit of the GLTC" prize will go to the driver or team that best exhibits the desired behavior of all drivers in the class. Heroic efforts to comply with rules, efforts to help competitors, etc. This prize will be a complimentary entry to the GLTC race of their winner's choice, and is judged /awarded by the GLTC staff.

Gridlife Touring Cup Season Champion

1. The regular season champion will be determined by the highest average finishing position of all drivers. This change is being implemented in an effort to encourage high caliber clean driving and reliable car preparation above all other things. Drivers must participate in at least 16 individual races to be considered eligible for season points. In 2023, only "Championship" events will be considered for season championship. In the event of a tie, the highest number of individual race wins will win. Secondary tie breaker will be lowest number of mentions on incident reports for any reason (involved in incidents). Third tie breaker, if needed, shall be overall finishing position at 2023 Midwest Festival. Individual races in which a driver does not take participate/start will not be counted against that driver, but 16 total races, or more, will be required to be considered "in the championship". No races in which a driver participates will be "dropped" from the average. Triggering the timing system or crossing start finish is considered "participating".

Race Starts

1. Pole position will always be on the inside of the first corner unless requested otherwise by the pole sitter. Pole sitter should make it clear what side they want to grid staff, if not asked.
2. Drivers will be directed to the left or right (which indicates starting location on track) while exiting pits.
3. One pace/formation lap behind a pace car will be given to warm up tires and brakes unless two is deemed safer/needed by the Race Director. Vehicles must drive in single file formation for the majority of this/these laps. Three corners before the start/finish line, drivers will start the two wide formation. "Pack up. Pair up."
4. Two types of race starts will be used in Gridlife W2W, standing and rolling. See supplemental event regulations for specifics.
5. Standing starts:
 - a. Pace car will exit the track and drivers will proceed slowly to their starting formation.
 - b. Pole will grid right behind the start/finish line while every car behind will grid in a staggered formation leaving a car width on the side and car length in front, unless otherwise dictated in specific event meetings.
 - c. Start/finish will display a green flag at the start of the race or display the appropriate lights for the track/venue. No position changes must happen until the green flag/appropriate lights are displayed, and at that moment, all cars are free to accelerate and begin racing.
6. Rolling starts:
 - a. It is the pole position car's responsibility to maintain the pace car speed after the pace car exits track until the green flag is dropped. Reducing speed to stack up the field or speeding up WILL NOT BE PERMITTED! Gridlife deems such behavior to decrease safety, therefore will be considered unsportsmanlike conduct.
 - b. Once the green flag drops, all competitors are allowed to go.
 - c. In the scenario where the field is not grouped up properly, not in formation or vehicles accelerate prematurely, the start will not be dropped (false start) and will be postponed, but official race timing will start. One more pace/formation lap will be given without a pace car. It is the pole sitter's responsibility to reduce speed and maintain a pace car speed around the entire track until the green flag is dropped.
7. No pass initiation before the green flag is allowed. Any contact before green regardless of how minor may be subject to disqualification or a drive through penalty signaled by a black flag for the competitor .
8. Cars must maintain a two wide formation and remain in their lane and location to other cars until the green flag is dropped. Swerving out of your designated starting lane/position before the green is not permitted, except to avoid potential contact or if pointed by another car on the pace lap due to mechanical issues.
9. "Jumping the start" before the green flag is dropped will result in **penalty issued on judgment by race director and motorsports director, and will likely be a DQ for the race, unless a clear effort is made to "remedy" the jump, such as waving by or giving back spots gotten, when safe to do so.** Passing immediately once the green flag is dropped is allowed. You do not need to pass the start stand to begin racing once the flag is dropped.
10. If a car suffers a mechanical failure during the formation lap, you must maintain your position on the grid as if the car was still there. For example, do not move up a row in a two wide formation if the car ahead of you pulls off.

GRIDLIFE Racing Safety: #Gridlife wheel to wheel racing is a single rungroup race format where fun, safety, and excitement for the driver, spectators, and fans are the primary goals. All cars must meet the full roll cage minimum standards and drivers must have full safety gear, including multilayer race suits of minimum SFI 3.2A/5 rating, SFI rated shoes, socks, gloves, etc, and a Snell SA 2015 or newer rated helmet. Cars must have driver's side window nets and are encouraged to have center nets also. Seats and all safety gear must be mounted properly and within all generally accepted industry standards, and improper safety gear or quality of install may result in the loss of racing time or refusal to be allowed to race.

1. Caution Flags
 - a. Full course caution
 - i. During a full course caution due to an incident or debris on the race track, all corner working stations will display standing yellow flags, often "double yellows". The area/worker near the incident may display a waving yellow or double waving yellow flag to warn drivers.
 - b. The pace car will pick up the leader and control the pace. It is up to the rest of the competitors to catch up to the pace car with moderate pace! Full course yellow does not mean slow down to crawl! Maintain a swift pace while being very alert to rescue vehicles and workers especially around the accident. The faster the field groups up, the sooner the race can go to green.
 - c. Competitors must stay in a **single file** during the caution and restart.
 - d. You are not allowed to pass a car under any type of yellow unless that car is stationary.
 - e. Once the pace car turns off its flashing lights, the race will go green next time by start.
2. Local Yellow Flag
 - a. No passing is allowed when in view of an oncoming flag station with a waving yellow flag (or LED board). Maintaining a safe pace is permitted, but keep eyes up, and look ahead. Severity of the issue at hand causing the yellow flag is typically judged by the style and effort of waving by the flagger, so please use adequate caution in all circumstances, and take any visual cues into consideration when judging the oncoming situation. Once you pass a staffed station with no waving flag (or yellow LED board) the race is deemed green flag conditions again, in that portion of the track.
 - b. Gridlife maintains a zero tolerance policy for passing under yellow. A verified pass under yellow flag conditions will result in an automatic disqualification for that race.
3. All GLTC vehicles must have a battery isolator kill switch capable of stopping the engine from running and disconnecting the battery from all powered devices in the vehicle.
4. All GLTC vehicles must have, at minimum, a handheld fire extinguisher, rated for automotive use. A fire suppression system protecting the driver is highly recommended.
5. **Roll cage construction and safety (Same as GTCR). Full/complete , industry standard roll cages are required for all wheel to wheel racing with Gridlife. Adam@grid.life with questions**
 - a. A properly installed roll cage protects the occupant in the event of a rollover or collision. These rules apply to all competitive segments, unless otherwise stated by the segment rules, and vehicles requiring a full roll cage (unlimited time attack, wheel to wheel racing) must follow the rules in their entirety. It is generally encouraged to "overbuild" a roll cage, but the following rules outline the "minimum" spec a roll cage should follow. Vehicles built to the specifications of, or homologated by FIA Group N, FIA Group C, JAF, SCCA, IMSA, and Grand AM, etc, are required to conform to these rules or be approved

by the race director. Vehicles that fail to conform to the #GRIDLIFE roll cage rules, but conforms to roll cage rules of other recognized sanctioning body (SCCA, IMSA, Grand Am, Formula Drift etc.), that wishes to compete in #GRIDLIFE events regularly, could be asked to make modifications within a period of time established and approved by the Race Director.. It is the driver's responsibility to provide a copy (physical or electronic) of any non-#GRIDLIFE rules applicable to their vehicle.

- b. **Roll cage and plate Welds.** All welding must be high quality, with proper full penetration. All tubes must be welded fully around the perimeter of the tube at all joints.
- c. **Roll cage Bends.** No bends in any roll cage shall be allowed to have any noticeable deformation or "crush" in the bends. Bends must be smooth and "mandrel" (formed with a professional quality bender in a properly sized mandrel to eliminate deformation)
- d. **Roll Cage Padding.** All roll cage components that may potentially come into contact with the driver should be padded with high-density padding, carrying an SFI rating. Soft "pool noodle" type padding is not allowed in these conditions.
- e. **Roll cage Install.** Roll cages may be "bolt in" or may be permanently welded. "Bolt in" roll cages must have adequate backing plates, and sandwich plates whenever able. If the area on the opposite side of the floor or body contacted by the plate is able to accept a sandwich plate, it should be used. If it is not able (shock tower, etc) it should be a multi-layer portion of the unibody or chassis, and use as large of backing washers as possible. Build quality and design should be of a quality and thoughtful manner following general industry standards.
- f. **Roll cage Main Hoop.** The main hoop of the roll cage must be installed as close to the body of the car as possible for the given conditions (width and height), and must be capable of sustaining the weight of the vehicle and keep the panels from crushing inwards as much as possible. If main hoops are deemed inadequately constructed, not fitting well, etc, they will not be allowed. Build quality and design should be of a quality and thoughtful manner, following general industry standards.
- g. **Roll cage Main Hoop rear braces.** The main hoop must have rear braces, extending from the top of the bar nearest the upper bends, downward towards the shock/strut tower/ strong or adequate mounting area. The mounting points should be chosen for maximum strength.
- h. Porsche 914, Pontiac Fiero, Honda Del Sol, and other cars where downbars aren't easily routed, the main hoop can be attached to the body by plates welded to the cage and attached to the original equipped shoulder harness mounting location. There shall also be a diagonal bar connecting the top of the main hoop to the lower front passenger side footwell mounting plate ("Petty bar"). Rear window/bulkhead can also be pierced for traditional rear braces if possible.
- i. **Roll cage Diagonal Brace.** At least one diagonal brace must exist inside the plane formed by the main hoop. The required brace should extend from the passenger floor nearest the main hoop mounting area (and landing on the same plate in most cases) as the main hoop on the passenger side, upwards toward the driver's side head area of the hoop. It should land on the main hoop nearest the upper outside bend, and can, if needed for driver's helmet or seat clearance, land on the top of the main hoop. It must be as close as possible to the bend, but can be up to 12" from the bend in some scenarios.

- j. **Roll cage Shoulder Harness Bar.** The shoulder harness bar must be placed at an appropriate height for harnesses in relation to the driver and seat . It must connect to both sides of the main hoop, and be affixed in the center to the diagonal bar, via intersection or gusset
- k. **Roll cage Forward Hoops (multiple options)** Multiple options exist for the forward hoops.
 - i. Forward hoop going from the top bend area of the main hoop , forward towards the “A” pillar, then following the “A” pillar downward, then dropping to the floor, with a brace connecting the top of the bend nearest the “A” pillar/ top of windshield points on both sides.
 - ii. Forward hoop following the roofline fully, from the top bend of the main hoop, forward towards the top of windshield/ “A” pillar peak, turning towards the other top of windshield/“A” pillar peak, turning again towards the opposite side top bend of the main hoop. Braces from the forward feet plates nearest the front footwells, heading upward, turning to follow the “A” pillar/windshield frame, and meeting the forward bends of the hoop.
 - iii. Forward hoop mounted on the forward footplate of the car nearest the front footwells, upward, turning to follow the “A” pillar/windshield frame , turning towards the opposite side of the vehicle, turning at the opposite “A” pillar/windshield frame, and returning downward along the windshield frame toward the opposite forward front foot plate. Braces will exist to tie the top outside bends of this hoop to the top bends of the main hoop. In all cases, build quality and design should be of a quality and thoughtful manner, following general industry standards.
- l. **Roll cage Door Bars / Side Impact Protection.** In unlimited class or wheel to wheel class cars where door bars /full roll cage is required, at least 2 bars must be present, connecting the main hoop to the vertical lower portion of the forward hoop through each door area. “X” bars, “nascar” (protruding into the door cavity away from the driver), or double straight bars are common methods of filling this requirement. Build quality and design should be of a quality and thoughtful manner, following general industry standards.
- m. **Roll cage Mounting Plates/points.** All main components of the roll cage or roll bar (not full cages) must use adequate mounting points where they contact the floor or where they terminate to the chassis/unibody. Plates should be of large size (100 square inch maximum), 0.080” thick minimum . It is recommended that plates be nearest the outside of the floor or passenger compartment, and extra strength can be garnered by having the plates formed to fit multiple angles /planes of the chassis/unibody. Build quality and design should be of a quality and thoughtful manner, following general industry standards.
- n. **Mounting Plates – Bolt-In Cage.** (TIME ATTACK ONLY, or road race cars currently holding a valid logbook from another organization). The attaching points of a bolt-in cage to the body must use reinforcing plates to sandwich the body where at all possible. . At least three 5/16” or larger bolts of Grade 8 or higher must be used through the plates.
- o. **Additional tubing.** Additional tubing may be/is recommended to be used in reinforcement/gusseting/triangulation. Potentially Load bearing tubing should be of the same size and material as the rest of the cage (door bar additional material as well), and triangulation/gusseting tubing for adding stiffness can be smaller/and/or thinner wall

material if chosen. All required tubes must follow the required sizing below as the minimum spec, and are encouraged to “over build” with thicker or larger tubing.

- p. **Roll Cage Tubing Sizes and thickness.** (minimal thickness/size. ERW Not allowed) . Sizes of minimal tubing not covered below, may be allowed, but drivers should contact Gridlife for clarification on allowances.
- i. **0 to 1500 lbs w/driver.**
Seamless mild steel (CDS), DOCOL r8 or DOM 1.500” x 0.080”
 - ii. **1501 -2500 lbs w/driver**
Seamless mild steel (CDS), DOCOL r8 or DOM 1.500” x 0.120”
 - iii. **2501 -3000 lbs w/driver**
Seamless mild steel (CDS), DOCOL r8 or DOM 1.750” x 0.095”, or 1.625” x 0.120” Seamless mild steel (CDS), DOCOL r8 or DOM
 - iv. **3001 -4000 lbs w/driver**
1.750” x .120” Seamless Alloy (4130), Seamless mild steel (CDS), DOCOL r8 or DOM
 - v. **Over 4000 lbs w/driver**
2.000” x 0.120” Seamless Alloy (4130), Seamless mild steel (CDS), DOCOL r8 or DOM