



As of 11/28/2022

# **Provisional 2023 GRIDLIFE TrackBattle Time Attack Rules**

## **Introduction**

#GRIDLIFE TrackBattle Time Attack is a multi-event time attack series taking place at road courses throughout North America. 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.

#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. GRIDLIFE TrackBattle may not be expensive to run, though it may be much more expensive to win.

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, or during the event, to keep events exciting and competitive throughout the duration of the #GRIDLIFE season.

**Rules revisions may occur during the 2023 season to better create parity, and will not be amended punitively.**

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## General Rules Applying to All Production Based Classes (Excludes the Unlimited / Super Unlimited Class)

### Chassis, Exterior, and 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.
- Factory prepared racecars based on road-going vehicles are allowed in Unlimited (Porsche GT3 Cup, Porsche Clubsport, Super Trofeo, etc.)
- Open wheel, or tube frame club race cars that may be made street legal are not allowed. (Radical SR3, Factory 5 818, Ultima GTR,-Superlite SL-C, ETC are only allowed in the SUPER UNLIMITED Class). If open wheel/formula cars are wishing to drive in SuperUnlimited, please contact [Adam@grid.life](mailto:Adam@grid.life), as 10 cars or more are required to create an open wheel run group at GRIDLIFE Events.
- 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, and Fuel

- Only one internal combustion engine is permitted per vehicle, unless approved for super unlimited, or unlimited.
- "Home-Built" electric vehicles are permitted, however they must be classified by Gridlife staff prior to the start of an event. Mass produced electric vehicles will be classed based on modifications and tires as any other vehicle.
- 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, Wheels, and Tires

- For Unlimited cars, no limited production or custom tires are allowed. Commercially available Michelin, Pirrelli, Hoosier, Toyo, Hankook, Avon and Yokohama slicks are allowed, and any mass produced tires available through major distribution channels.

Super Unlimited has no tire restrictions besides tires being proven and capable of the use.

- Tires require 4 or more retailers all willing to ship that tire to be legal, and must be located in North America (SU has open distribution levels)
- 3 or more sizes will be required in 2023.

### Interior, Roll Cage, Safety, and 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 6 point roll bar/rollcage minimum **and head and neck restraint device.**
- StreetMod: Cars within 115% of the overall lap record pace (production-based car) are required to have 4 point rear roll bar minimum **and head and neck restraints device.**
- 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), dash and carpet are not allowed to be removed, though they may be modified to allow for installation of rollcages.
- Any Unlimited/track mod/street mod vehicles not having these components but needing them based on overall pace **may only run by approval of** race directors prior to the event ([adam@grid.life](mailto:adam@grid.life) , [Abrin@grid.life](mailto:Abrin@grid.life)). Drivers found to be out of compliance will be given a one event grace period to become compliant. Additional safety equipment such as bolt-in roll bars is highly-encouraged for both street mod and street. Head and neck restraints are required for Track Mod and Unlimited/SU, and are highly encouraged for all other classes.
- All cars must run all decals required by the #GRIDLIFE organizers. This will include door cards 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.
- 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. Cars will not be allowed to participate without being able to show where/how safety teams can tow the vehicle.
- 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 on site inspectors (approved shops prior to event can be allowed) 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. Protests must be filed in a timely manner, to ensure adequate time to resolve prior to event conclusion. Depending on circumstances, last-minute protests (i.e. prior to the last timed session) may or may not be heard by GRIDLIFE Staff. 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](mailto:Abrin@grid.life) and [Adam@grid.life](mailto:Adam@grid.life)).
- 1 ticket means entry into only 1 class. Multiple tickets can be purchased to place a single car into multiple competition classes.
- 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. All members of the driving team must be present during the competition events, in which the team is registered. 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 an 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 re-classed to the nearest performance class, at the discretion of Gridlife staff.

- Vehicles that are registered by the driver/team in the incorrect class, and then reclassified, are required to “start over” in their times for the weekend. Times posted in the incorrect/illegal class are not considered legal times. Class switching by competitors or by stewards must be completed with no less than three timed sessions remaining on the schedule, and if there isn’t three timed sessions remaining, a disqualification from competition will result. In the event the reclassified car would be in contention for the podium, the change must be announced to the rest of the class before the next remaining timed session.
- Cars deemed non compliant by scrutineering, during event, with sessions still to be run, may correct problems with compliance, and re-run. Previous times to moment of being deemed non compliant will be removed.

## Competition Classes

Each competitor will run in a primary competition group based on modifications and drive train (FWD RWD AWD) in the following classes: Sundae Cup, Street, Club TR, Street Modified, Track Modern, Unlimited & Super Unlimited. Class details and rules are listed below.



## Sundae Cup

### Introduction

Sundae Cup is designed to be a tight competition in daily drivers with minimum modification. The class is designed to allow any vehicle with a 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 Sundae Cup 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 Sundae Cup must have a power to weight ratio of 25:1 or below (25 lbs per horsepower), with driver based off wheel horsepower. Up to 200 lbs of weight can be added to a safe location, bolted down with grade 8 bolts, ½”, 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.
- Exhaust systems must exist under or behind the car, behind the driver or further rearwards.
- 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.

## VEHICLE OVERALL HEIGHT ADJUSTMENT

Due to disparity in vehicle design and frontal area/drag, the following measures are enacted in 2023 for SC

- Vehicles 57.5” tall off the ground, with driver, and higher can run at their minimum weight for 25:1 ratio.
- Vehicles between 57.5” and 56.01” tall off the ground, with driver, must run 1% weight above their minimum for 25:1 ratio
- Vehicles between 56” and 54.51” tall off the ground, with driver, must run 2% weight above their minimum for 25:1 ratio
- Vehicles between 54.5” and 53” tall off the ground, with driver, must run 2% weight above their minimum for 25:1 ratio
- Vehicles below 53” tall off the ground, with driver, must run 4% weight above their minimum weight for 25:1 ratio.
- Vehicle height used for the above assessment is measured at maximum height of vehicle roof, ignoring antennas, but including spoilers and / or factory aero (if applicable)
- - Height shall be measured with driver and full fuel, by placing a level long enough to reach to at least the midpoint of the vehicle roof at its highest point above the ground, held level to the ground (using level indicators). A straight edge or rigid measuring tape held vertically immediately adjacent to the side of the vehicle, measuring from the ground to the bottom of the level.

## Suspension

- Mass produced Suspension upgrade parts that bolt on are allowed (limited to control arms struts/shocks, springs, sway bars). Bushings may be modified/changed but arms must be mounted to OEM pickup points, and no geometry may be changed unless for manipulation of

camber/caster/**toe**. Shocks/Dampers may be only 1 way (valving) adjustable or less. Sway bars open. No modified pickup points on the body. No additional struts or shocks may be added other than factory locations. For Strut cars, Camber/caster plates are allowed, and minor cutting modifications are allowed if needed to fit in OEM chassis location.

## Aero

- Cars cannot be fitted with non original factory equipment wing (for the chassis) or splitter and must have no added underbody aero. Lip and sideskirts are open but may not touch the ground when the car is stationary. Block off/close-out panels for the purpose of drag reduction are allowed but may not be egregious (judged by scrutineering)

## Drivetrain

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

## Wheels, Tires, and Brakes

- 205 width, maximum 200 tread wear.
- Falken Azenis RT660 **OR** Azenis RT615 spec tire
- 8" wheel width max
- Brakes are open, but must be OEM manufacture calipers **of same vehicle family as vehicle itself**.

## Weight and Safety Components

- "OEM equivalent weight" (no major weight reduction ). The target weight will be rough OEM weight with a full tank of gas, and an average driver size of 180 lbs. Weight may 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. **Cars built to current year Sundae Club rules are allowed.**

- Safety gear (rollcage, etc,) is unlimited, and encouraged. **Interior components may be removed when in general location of rollcage. Dash must be retained.**
- 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.



## Street

### Introduction

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 at least daily-driveable. This class is designed for naturally aspirated 3, 4, 5 and 6 cylinder vehicles, and forced induction 4 cylinder vehicles. V8 Powered cars are not allowed. Rotary (turbo or NA) vehicles are also allowed, if all other rules are followed. Electric cars may potentially be classified in street, based on accelerometer data traces compared to other competitors in class. 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 **\$80000** (as of 2023 rules publishing at the end of 2022) are specifically banned.

### Chassis and 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 the only option.

## Engine and Drivetrain

- Dogboxes / sequential gearboxes prohibited unless OEM
- E85 and pump gas are permitted. No other alternative fuels are allowed.
- **Standalone ECUs not permitted.**
- 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 engine 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.
- Turbocharger upgrades to factory turbocharged cars must be stock frame and remain in the stock location. Turbos are limited to a maximum flow of 41lbs/min **and proof of flowrate must come from manufacturer, and sourcing proof is up to the driver.** ~~Specifically allowed are the Subaru S209 OEM turbo, Blouch 16g XT, HKS GTIII RS. Additional OEM or "OEM-like" turbochargers may be approved by GRIDLIFE staff following review. Email abrin@grid.life for any questions.~~
- Turbocharged cars are limited to a maximum boost pressure of 25psi. Drivers are expected to be able to prove compliance (ie. video, data logs, etc.).
- Drivetrain changes are prohibited, i.e., FWD to AWD or AWD to RWD.
- Nitrous is not allowed.
- **Exhaust systems must exist under or behind the car, behind the driver or further rearwards.**

## Suspension and 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 from OEM offerings.**
- Suspension is limited to **Double** 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 and 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 GT

### Introduction

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 include, 5-6 cylinder vehicles (N/A or FI), and naturally aspirated V8s. Vehicles must have inflation adjusted MSRPs less than \$115,000 (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](mailto:abrin@grid.life) and [adam@grid.life](mailto: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 and 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 and Drivetrain

- Dogboxes / sequential gearboxes prohibited unless OEM
- Gasoline/E85 is permitted. No other alternative fuels are allowed.
- Engine swaps are not permitted.
- **Standalone ECUs 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. Drivers are expected to be able to prove compliance (ie. video, data logs, etc.)
- 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.
- **Exhaust systems must exit under or behind the car, behind the driver or further rearwards.**

## Suspension and 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 **double** 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 and 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.



## Falken Club TR

### Introduction

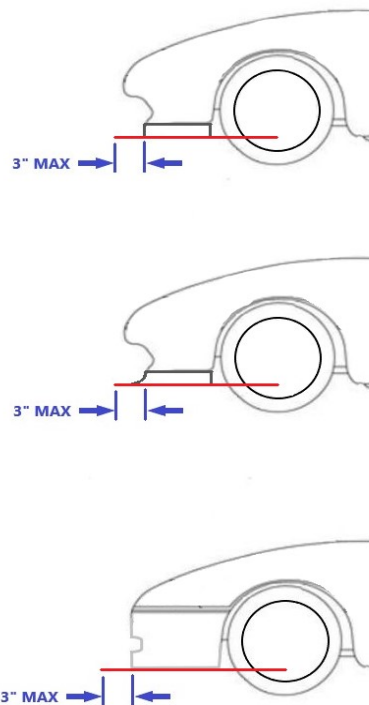
ClubTR is intended for vehicles with minor modifications & basic engine swaps. This is our enthusiast class and is intended for advanced & instructor level drivers and vehicles that are daily driven street cars, or at least daily-driveable. This class is designed for naturally aspirated vehicles using OEM equipped or swapped OEM engines 2.5 liters and under, and common modifications to popular trackday vehicles are largely permitted, in rules below. OEM forced induction vehicles of 1.6L and under are also allowed when using completely stock **forced induction** systems. All vehicles must use engine internals as factory equipped. Forced induction is only allowed in vehicles originally equipped. All drivers will be using a control tire limited to 255 width, across all drivetrains and vehicles.

### Chassis and Aero

- All vehicles must retain stock chassis with no fabricated Modifications (such as large unibody modifications) Minor modifications to facilitate engine swaps are allowed.
- Doors, and quarter panels and roof must remain OEM Material.
- Bolt on alternate materials may be used for Hood, Trunk and Hard Tops but shape must remain generally true to OEM.
- Rear undertray diffusers are not permitted, factory or otherwise. **Rear bumpers may be cut for drag reduction or for style purposes**
- Front and rear bumper covers are unrestricted in “style”, and aftermarket bumpers/bumper covers are allowed in most cases. Bumpers are unrestricted in design as long as they do not

provide a substantial increase in downforce due to design, or extend or enlarge the horizontal portion of a splitter blade due to design beyond what is allowed.

- Flat underbody floors/pans 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 the only option.
- Splitters are allowed, and 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 then 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. Splitters must be flat entirely with no vertical deviations or duct/tunnels/vents



- Any rear mounted aero device in wing/spoiler up to 701in

(*chord* × *length*) is permitted. Entire assembly (including endplates, and wing mounts) may not extend more than 5" past the rear bumper's furthest-rearward point. Active aero is not allowed. Aftermarket wings may only have a single element.

- Any sideskirt that doesn't have a vertical or horizontal deviation wider than the widest point of the vehicle bodywork/door (mirrors excluded) is allowed. Sideskirt must not touch pavement or have any material that touches pavement at speed.

## Engine and Drivetrain

- Dogboxes / sequential gearboxes prohibited , Dual clutch automatic style transmissions are allowed only when factory equipped in the car used in competition (no swaps).
- E85 is permitted, as are pump-sourced gasoline options up to 93 octane. No other alternative fuels are allowed.
- Same manufacturer and mixed manufacturer engine swaps are permitted e.g., B18 or K swapped Civic, K swapped Miata, etc, as long as other rules are followed (Stock engine internals, etc) . Engines must be sold as mass production engines fitted in a major manufacturer vehicle originally, available everywhere.
- Factory internals are specified as pistons, compression ratio, rods, camshafts, head and block casting, bore and stroke size and head porting (example: K24 swap ok, K24 block with k20 head not allowed, etc). Machining of engine internal components to gain advantage is not allowed (porting, decking or milling for compression, etc) . Other engine pieces are allowed to be modified (better oil pumps, oil pans, intake manifold swaps, etc.)

## Allowed Spec line Engines Above 2.5L NA or 1.6L FI are Listed Below

**1) Inline 6 cylinder USDM naturally aspirated BMW engines sourced from NON "M" model cars (no s54, s52, s50, etc from example). These engines, in OEM internal form, to meet the other class rules, are allowed. All cars must meet the minimum weight of 2550 with driver**

**2) Volkswagen VR6 engines, 2.8l, naturally aspirated and in OEM internal form, to meet the other class rules, are allowed. All cars must meet a minimum weight of 2400 with driver.**

**3) Subaru flat 6 3.3L or less engines (eg33,ez30d,ez30r) are allowed. Naturally aspirated and in OEM internal form, to meet the other class rules.. All cars must meet a minimum weight of 2550**

**4) Alfa Romeo 1750Tbi. Only allowed with OEM forced induction components, oem internals, and in cars originally equipped. Minimum weight of 2600.**

**Other "spec engines" outside the parameters of the base class displacement but meeting the parity desires for competition may be petitioned for allowance.**

- Vehicles with swapped engines that are larger displacement than originally equipped by factory must meet a minimum weight of 2550lbs lbs with driver. Any Ballast needed to meet minimum weight must be properly secured with multiple grade 8 or higher ½' bolts and adequate backing plates. **Displacement of engines shall be rounded up to nearest tenth-liter, or as rated in liters by factory of origin. If the original factory rating was a 1.6L in both old and swapped engine, the swap is allowed without minimum weight.**
- Upgraded or modified supercharger, compressor or turbine wheel components within the factory, forced induction systems are prohibited.
- Factory twin/sequential turbo rotary engines (FD rx-7, etc) are not eligible for Club TR / Street Lite. Naturally aspirated two rotary engines are permitted, as are USDM Spec single turbo available in "FC" generation RX7 with OEM porting, internals, turbocharger if originally supplied.
- Forced induction cannot be swapped INTO any vehicle. Any forced induction vehicle in competition must be utilizing engine and forced induction components as equipped from factory.
- Turbo back exhaust is allowed to be modified. **Exhaust systems must exit under or behind the car, behind the driver or further rearwards.**
- OEM (single turbo, or single supercharger only) forced induction vehicles under 1.6L are allowed when using completely stock turbocharger and exhaust manifolds, as equipped on that specific VIN chassis. Intercoolers and charge piping may be modified. If determined by GRIDLIFE staff to be too advantageous, boost restrictions may be placed on certain models of car on a case by case basis in future, pending data gathered.
- Drivetrain changes are prohibited, i.e., FWD to AWD or AWD to RWD.
- Nitrous is not allowed.

### Suspension, Wheels, and Tires

- Vehicles must use the Falken RT660 for all Club TR competition. (Falken 615 allowed as well)
- Tire width is limited to 255 on all drivetrains.
- Suspension is limited to double adjustable dampening unless OEM Equipped. Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM, camber/caster/etc adjustments are allowed via aftermarket components.
- 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, however, to facilitate use of maximum allowed tires, overfenders may be added if wheel openings do not change rough dimensions when viewed from the horizontal perspective.

### Interior, Safety, and Misc.

- Vehicles must have headlights, tail lights and mirrors, all in



working condition. Modifications to lights for air intake use are allowed but light must be "paddock functional" for use in dark crowded paddocks at very least.

- Rollcages are allowed and encouraged. Vehicles "crossing over" from former or current use as dedicated wheel to wheel cars may be given minor (non performance) exemptions to some requirements of interior components, or other non performance dictating items.
- Vehicles must retain OEM dash, but the rest of interior and non essential parts for safety may be removed.
- Vehicles with "gutted" interiors that are not subject to a minimum weight because of engine swap with increase in size, or spec line (see above bolded spec line section) with weight requirement, are allowed on case by case basis. Email adam@grid.life and abrin@grid.life prior to events. In allowed cases, these vehicles must have 100 lbs of ballast added. Ballast must be properly secured with multiple grade 8 or higher ½" bolts and adequate backing plates. Factory dash must be present and in original location. Properly built Rollcages or rollbars will count towards ballast in a generous estimation of weight, in an effort to encourage safety.
- 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

### Introduction

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 and 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.

- Multi-Element wings are prohibited. ~~Multi-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). See technical glossary for definition of hatchback and wagon.
- Aftermarket over fenders and fender modification is permitted for tire clearance.

#### Engine and Drivetrain

- OEM based transmission cases only, non oem internal gear replacement is allowed. Aftermarket sequential gearboxes prohibited.
- ~~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.
- 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.
- Exhaust systems must exist under or behind the car, behind the driver or further rearwards.

#### Suspension and 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 and 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. 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. See general rules regarding safety allowance and removal of interior components. 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.

#### 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 Streetmod 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)
- Tires, Drivetrain, Interior, and Aero rules of SM must be followed

# Track Modern

## Introduction

The Track Modern class is intended to be slightly faster than Street Mod, yet also not have the wild aero allowances of unlimited. It is aimed at heavily modified cars, or modern supercar and super-domestic market offerings, that are becoming increasingly popular on track and in competition.

## Chassis and 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 6" 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.
- A single rear wing of up to 2 airfoil elements is allowed. The elements must be linked by single piece end plates and must be no more than 5" apart vertically.
- Flat bottom floors are allowed, factory or otherwise. Splitters and undertray may go to the mid-point of the front wheels. Diffusers may go to the mid-point of the rear wheels.
- Width of the rear wing must be within two inches of oem body lines on either side. Aftermarket over fenders and fender modification is permitted for tire clearance.

## Engine and Drivetrain

- Sequential gearboxes are approved but must be manually actuated by a transmission linked lever, in the 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 and Tires

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of **100** 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 and Misc.

- A 6 point roll cage with side impact protection is recommended. The Roll Cage may penetrate the firewall. The firewall must be sealed. **Modern (2010 and up) supercar or ultra high performance cars running this class may run without rollcages if approved by staff based on crash test ratings, email adam@grid.life and abrin@grid.life with any questions.**
- 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 **acceptable, but is bare minimum, and must be safely mounted**)

## 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).
- Tires, drivetrain, interior, and aero rules of **Track Modern** must be followed

# Unlimited

## Introduction

*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.

## **GRIDLIFE SUPER UNLIMITED (SUL)**

# **Super Unlimited**

### Introduction

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. **Without 3 or more vehicles, trophies aren't awarded but records are kept, under all circumstances.**

- 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.

## **GRIDLIFE TRACKBATTLE EV (EV)**

# **TrackBattle EV**

### Introduction

TrackBattle EV is the beginning of a wave of electrified racecars. This class is intended for “home-built” or non-production, but based on production vehicle, 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 and 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 and Drivetrain

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

## Suspension and 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 and 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 Designation

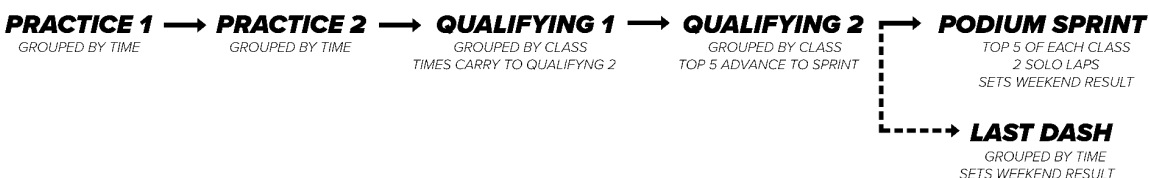
In an effort to include vehicles loved by the aftermarket and enthusiasts, yet potentially left with minimal competition outlets, vehicles built in or before 1986 are subject to the following allowances within the TrackBattle EV Class:

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

# Competition Format

## Championship Rounds

- Participants will compete in a structured competition, with practices, qualifying sessions, and competition sessions where the weekend results are set. Qualifying sessions and competition sessions are grouped by car class. Records may be set at any point during the weekend, in any session. See points structure below format details.



## Day 1 of Competition

### Practice 1

- All cars run in groups, set by pace (Groups A-D)
- Record times can be set in any session by any driver
- Sets grid for Qualifying

### Practice 2

- All cars run in groups, set by pace (Groups A-D)
- Record times can be set in any session by any driver
- Sets grid for Qualifying

### Qualifying 1

- Cars run with their class, gridded by best practice time

- Each class has 8-12 minutes on track to run times (class and track size dependent)
- Times can be beaten in *Qualifying 2*
- Classes with fewer than five cars will run together if reasonable (I.E, Unlimited and Track Mod)
- Competitors **can participate in one or both** of the Qualifying sessions

## Day 2 of Competition

### Practice 3 (If Weekend Schedule Allows)

- All cars run in groups, set by pace (Groups A-D)
- Morning practice session

### Qualifying 2

- Cars run with their class, gridded by best practice time
- Each class has 8-12 minutes on track to run times (class and track size dependent)
- Competitors can participate in one or both of the Qualifying sessions
- Classes with fewer than five cars will run together if reasonable (I.E, Unlimited and Track Mod)
- Top 5 times from each class across both qualifying sessions advance to Podium Sprint

### TrackBattle Last Dash

- All drivers not in Podium Sprint (6th on back positions, from qualification),
- Session is grouped by pace (Groups A-D)
- Sets weekend finishing results for all drivers P6 on back

### TrackBattle Podium Sprint

- Top 5 drivers after both qualifying sessions, for each class - (35 total)
- Each driver gets (2) flying laps, staggered by (1) lap to next competitor
- Cars are seeded by qualifying time, inverted grid
- Podium is set in this round
- Podiums are set in this round, but *records can be set in any round*.
- Drivers in Podium Sprint must be within 115% of best weekend time in class
- **For Sundae Cup**, all five qualifiers will be released on track together. The group will get two flying laps, after which, the slowest driver of the group will be black flagged on each subsequent lap. The winner of the event is the last driver running.

## Club Rounds

- Participants will have multiple sessions, usually 3-4 per competition day, throughout a race weekend in run groups. A driver's single fastest lap will count towards the competition, run in any session at any time.

- **Run Groups:** Run groups will be assigned and updated after each heat based on lap times. 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 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.
- **In an effort to encourage perfection in driving, when a corner worker calls in a Pass under yellow flag or 4 wheels off situation, previous laps in the session for offending car will be deleted from timing and scoring for the competition. Cars must self report to grid if these issues happen, irrespective of being black flagged. The driver will be talked to, car checked over, and re-released if possible, and laps will then restart for the session. In the spirit of competition and clarity, **Only** calls from corner workers or self-reporting will be utilized for these disqualifications, and this is not a protestable offense.**

## Point Structures

### Weekend Points Format

1st **25 pts**

2nd **21 pts**

3rd **18 pts**

4th **16 pts**

5th **15 pts**

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19th **1 pt**

Track Record **+1 point**

## Season Championship

- The 2023 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.

## Tiebreakers

1. Number of head-to-head wins
2. Average finishing position
3. Number of records set
4. Better finish at 2023 Midwest Festival

All drivers must adhere to all rules as stated in the #GRIDLIFE GTCR. Any questions can be emailed to: [adam@grid.life](mailto:adam@grid.life) and [Abrin@grid.life](mailto:Abrin@grid.life).

## Track Battle Brackets (When Applicable)

- Following qualifying, competitors will be entered into a bracket which will form the basis of the remainder of the 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 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.
- Lap Times 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.