



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 turbo 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 across all drivetrains. Street Spec cars must be registered/plated and drivers may be subjected to a “ice cream impound” at any time during competition.

CHASSIS / AERO

- All vehicles must retain stock chassis with no fabricated Modifications (such as large unibody modifications)
- 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.
- Modifications to OEM bumpers to enhance airflow are permitted, but only partial removal of material, not addition. Rear undertray diffusers are not permitted, factory or otherwise.
- Front and rear bumper covers, **if non OEM**, 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 leading edge of the front bumper when viewed from above, not including lips or chin spoilers. Splitters can not 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. Splitters must be flat entirely with no vertical deviations or duct/tunnels/vents
- Any rear mounted aero device in wing/spoiler up to to 70in² (*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 / 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) .



- 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.)
- 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.
- Upgraded or modified 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.
- Force induction cannot be swapped INTO any vehicle.
- Turbo back exhaust is allowed to be modified.
- 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 in the 2021 season. No restrictions will be permitted to be imposed in the first 3 events of the 2021 season.
- Drivetrain changes are prohibited, i.e., FWD to AWD or AWD to RWD.
- Nitrous is not allowed.

SUSPENSION / TIRES

- Vehicles must use the Falken RT660 for all Club TR competition
- 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 / MISC

- Vehicles must be street driven capable vehicles with valid insurance and Registration. Any exceptions to this rule must have prior approval of staff. (cars lacking titles, etc)

- 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 passengers are allowed. All seats must be track worthy, and capable of safely securing an occupant.

- Vehicles with “gutted” interiors but not rollbars or rollcages are allowed with prior approval, and on a 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, in cases where they aren't required to meet a minimum weight due to engine swaps. 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.

- Vehicles must have a working climate control system. AC components may be removed.



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

