



## **GRIDLIFE Trackday and Competition Rules 2023 (GTCR)**

**As of 11/28/2022**

*These rules are in addition to, and not in derogation of, the rules of common sense and exigencies that might arise at the scene. Individual rungroup rules for car prep and event flow exist for competition events, and must be read by participants. These rules in no way constitute the entire scope of how the event will be run, and the organizers reserve the right to implement rules on the scene as needed, and invoke and enforce a summary judgment based on circumstances that exist at the time. Track and #GRIDLIFE staff reserve the right to expel any person from the event at any time without refund. For any questions related to the Rules & Regulations below, please contact any of the #GRIDLIFE staff. PLEASE NOTE: If your vehicle does not meet the required standards set forth in this document then you will NOT be allowed to drive your vehicle on the track during any track sessions.*

Safety is the primary focus of every track event hosted by #GRIDLIFE. The following rules reflect what is thought to be the bare minimum needed for safety for all participants in any of the #GRIDLIFE events, including HPDE, TrackBattle Time Attack, and GLTC Racing series. Meeting or exceeding the rules is a requirement for all #GRIDLIFE events. If adhered to, the events will be a fun and quality experience for all involved.

### **HPDE (high performance driver education)**

The #GRIDLIFE HPDE is an instructional and non-competitive driving event. #GRIDLIFE HPDE is designed to provide a safe and controlled environment for drivers to participate in on-track driving without a competitive element. Drivers are required to operate their vehicles within the rules at any given event, and within the limits of their automobiles, the track, and the track's current conditions. Racing and dangerous/reckless driving within the HPDE groups will not be tolerated. #GRIDLIFE HPDE provides run groups for beginner, intermediate and advanced drivers.

### **TrackBattle Time Attack**

#GRIDLIFE TrackBattle Time Attack is a non "wheel-to-wheel racing" time based competitive series for advanced and expert drivers. TrackBattle is not open to or recommended for Beginner or newly Intermediate drivers. TrackBattle is open to all makes and models and all drive train layouts: rear wheel drive, front wheel drive, and all wheel drive. We have competition classes for many degrees of tuning and modification. #GRIDLIFE TrackBattle time attack is about safety and fun first. We strongly recommend that all #GRIDLIFE Time Attack cars meet the rollcage rules and utilize additional driver safety versus just using street car based equipment . We run a

simplified rule set that makes it easy for long time HPDE drivers to make a transition to competitive driving without the complexities and costs of your typical sanctioning bodies. Please see Time Attack rules for details and specifications on car prep and safety requirements.

### **#GRIDLIFE Touring Cup (GLTC)**

#Gridlife wheel to wheel racing is a single run group 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 drivers 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. Please see GLTC rules for details and specifications on car prep and safety requirements.

**The following General safety and Vehicle prep rules apply to all #GRIDLIFE programs, including HPDE, TrackBattle Time Attack, and GLTC racing:**

### **ALL Drivers must:**

- Be at least 18 years old, or specifically accepted by Motorsports director with proper waivers of the track chosen, and guardian present at event.
- Hold a current valid state driver's license
- Attend all required meetings: drivers meetings, classroom sessions, etc.
- Pass a safety (tech) inspection on site or through an approved shop and fill out the required digital waiver for the event (or season annual tech if provided for the group the car will be run within)
- Have the proper safety equipment
- Acquire a valid ticket to drive at chosen event.
- Follow the rules set forth in this document, along with any rules given before or during the event by the event organizers
- Submit and sign the required waivers and tech inspection form prior to driving in the event
- Abide by any and all rules of the event. Take proper care to not damage the track facilities in any way possible. In the pits and paddock, all jackstands should have solid bottoms (plates welded to them to disperse the load to the entire surface underneath the jack stand), or be placed on wood so as to not damage or sink into the hot asphalt. Spilling fuel or other fluids that damages asphalt surfaces should be absolutely avoided with the use of drip pans or other measures. Contact in any detrimental way to the walls, berms, tirewalls, or other structures of the racetrack or paddock that cause damage deemed to need repair (by the track management) may result in the driver or owner of the car causing the damage to be billed for repairs.

## **HPDE**

### **Run groups**

Each driver shall be allowed in their chosen group or re-assigned to a group by the lead instructor or motorsports director based on their driving history and/or feedback from past instructors and conduct at past events (if applicable). If the group selected during registration is different from the group the participant is assigned, the participant will be contacted by #GRIDLIFE management.

### **Changing Run Groups**

- If a participant believes they are in the wrong run group during the event, they should contact the Lead Instructor or #GRIDLIFE management .
- The Lead Instructor and #GRIDLIFE management reserves the right to change group and instructor assignments based on instructor and student feedback, other driver feedback, as well as feedback from track staff.

## **TIRES**

It is strongly encouraged that beginner and intermediate drivers refrain from using R compound tires (DOT race tires such as Hoosier R6/A6/A7/R7, Toyo RR, etc). They will be allowed on a case by case basis, with prior approval (adam@grid.life). If used, beginner and intermediate drivers will be closely watched and a zero-tolerance for spins and offs-track issues will be instituted for those participants. Non-DOT racing slicks are not allowed for beginner and intermediate run groups. Advanced and instructors are allowed to run any good condition tire they choose. Tires with cords or steel belts showing or obvious leaks and/or punctures are not allowed on track.

## **On track conduct for HPDE**

All drivers must have an understanding of the following:

1. Track Flags which may Vary per facility. (to be covered at drivers meeting)
2. Passing Signals
  - a. Do NOT, in any situation during HPDE activities, pass another car without receiving a passing signal. This rule is non-negotiable in any non-competitive session with all #GRIDLIFE and #GRIDLIFE produced events.
  - b. The passing flag from a corner worker is not a passing signal, you must receive a point-by signal from the car being passed.
  - c. A separate point (“point-by”) must be given for EACH car that you intend to let by

- d. Typically, the car giving the point-by stays on line, and tells the car doing the passing which side to pass on via signals (arm extended with a point straight out for drivers side pass; arm extended with a point over the roof for passenger side pass)
- e. Fully extend your arm when giving a passing signal
- f. SLOW DOWN when giving a passing signal and remove your foot from the gas if necessary. Drag racing to the corner will not be tolerated. Do not use the brake unless absolutely necessary

If drivers on track drive in a manner that suggest a lack of understanding to any of these items, they will be brought in off the track to discuss with the lead instructor and/or #GRIDLIFE staff.

## **DRIVERS MUST:**

1. Allow faster cars to pass as soon as possible, politely and safely
2. Leave a safe distance when they are behind a slower car
3. Use proper and safe speed on the grid and in the paddock. (walking/light jog pace)
4. **When entering the track, DO NOT CROSS THE BLEND LINE**
5. Pay attention to and follow the flags. Flags and their meanings will be demonstrated at the driver's meetings
6. Driver and passenger arms and hands must remain inside the vehicle at all times unless giving a passing signal. Only the driver is allowed to give the passing signal
7. Do not exit the vehicle on track at any time unless instructed to do so by a corner worker, or if the car is on fire. **FIRE IS THE ONLY ACCEPTABLE REASON TO EXIT YOUR CAR ON TRACK.** If fire happens, run away from the track surface (as cars might still be driving the track at speed), or toward a corner worker station if possible without crossing the track itself.
8. If a driver notices something is wrong with their car while on track, every effort should be made to pull off the track immediately, in a safe and predictable manner. **DO NOT EXIT THE VEHICLE UNLESS IT IS ON FIRE , or unless instructed to do so by corner workers or emergency personnel.**
9. Going off track accidentally or spinning off the racing surface, including flat spins without exiting the racing surface, are highly discouraged.
10. A firm "**3 strikes**" rule will be instituted, at all #GRIDLIFE and Honda Meet events. 3 off track or out of control calls on a car will result in that driver being parked for the remainder of the day, and the issues with said driver will be discussed. **Driving within the limits of the car, track surface, and driver's skill is of UTMOST IMPORTANCE.** Contact with walls or barriers or other cars will result in the driver being parked for the remainder of the day. These events cannot continue without the safe driving of the participants being the highest priority for all involved.
11. Any and all unsafe and reckless/out of control driving that is seen by participants is asked to be reported to grid workers or #GRIDLIFE staff.

## **VEHICLE PREP**

### **Fueling and Fluids**

1. Fueling of cars should be done in proper areas, with adequate measures for safety, and from approved containers. Fire extinguishers shall be present and in a readily accessible location during any refueling from containers. Oil and other fluids from fluid changes must be disposed of properly. Participants should ask #GRIDLIFE management or track management for guidance if unsure of proper disposal locations and methods.

2. All cars must make attempts to minimize antifreeze in the radiator, and replace with water, as antifreeze can cause the track to become unnaturally slick if it spills onto the surface. Antifreeze is only allowed under special circumstances (freezing conditions at night ,or near freezing conditions during the course of the event). Other cooling-assistance products (“water wetter”, etc) are allowed in small amounts in the vehicle. Radiator contents typically cannot be checked during tech inspection because most vehicles come through tech inspection too hot to inspect, but it is asked that drivers make every attempt to understand and comply with this rule.

### **Tech Inspection**

1. On-site tech inspection is **REQUIRED**, unless a #GRIDLIFE pre-qualified tech shop does the inspection, (signed and dated on an official #GRIDLIFE tech form, available on the #GRIDLIFE website). #GRIDLIFE recommends all participants have a qualified mechanic inspect their car prior to the event, however, tech inspection will still be required for all cars (excluding instructors and staff) before the event. Failure to go through tech will result in forfeiting track time. Most events use the digital tech form found at Tech.Grid.Life

2. Instructors and staff can self-tech, or choose to go through regular tech inspection. Each instructor or staff member must present a signed and completed tech inspection form/Digital tech form (tech.grid.life) , and will receive their run group sticker at the tech tower/tech area. Advanced/time trial participants can present a current nationally recognized sanctioning body logbook and a filled-out, signed, and dated #GRIDLIFE tech form for a run group sticker at the tower. Most events use the digital tech form found in the driver’s info email or on the main site.

### **Tech Inspection Requirements**

1. Participants shall bring their car to tech as it will be driven on track. This includes the tires and pads they will use on track. All loose items should be out of the car, helmet and any device that will be secured to the car during the event should be present and installed (camera mounts, etc) . Participants must demonstrate that any device that will be attached to the car (inside or out) is

secured properly. Any device secured to the outside of the car should also be checked by track staff prior to each session. Floor mats that are not pinned in must be removed, and glove boxes and storage areas must be emptied. If an item isn't tied down, it should not be in the car.

2. If a participant knowingly has an issue with a car before or during the event, please inform the lead instructor or #GRIDLIFE staff as soon as possible. The participant should not continue to go out on track with any known issue. Doing so may result in a loss of track privileges, as well as potential lost track time for their run group due to track cleanup. Tracks can and will require drivers to pay for track damage. This includes, but is not limited to: fluid clean up on the track surface, damage to the barriers, and damage to the track facility. If participants are found to be knowingly tracking a car with a potentially dangerous issue, they will be asked to fix the issue before being allowed on track. **A lack of tow hook/strap/knowledge of how to rapidly hook a tow truck to the vehicle will result in failing of tech inspection.**

Below is a basic list (common issues in **bold**) of issues that should be addressed prior to going to tech, or going on track. Please check for these issues throughout the event and correct them if they appear on a vehicle:

- **Corded tires, or tires rubbing on suspension arms/fenders**
- Loose lug nuts
- **Brake lights not working**
- Excessive play in the brake or clutch pedal
- Loose throttle cable
- Play in the steering wheel
- Loose bolts - please torque ALL bolts to spec before going through tech
- Warped or cracked rotors
- Loose/bad wheel bearings or ball joints
- **Fluid leaks of any kind** (windshield washer fluid, oil, coolant, brake fluid, power steering fluid)
- **Hoses that can rub on sheet metal , causing damage or cuts in the hoses.**
- Brake pad thickness less than the recommended minimum thickness
- Loose body panels/wings
- Loose objects in the car
- Loose dipstick tube
- Low oil pressure, high coolant/water temperature
- Check engine lights(CELs) All CELs must be investigated and resolved in order to pass tech - other than a CEL due to a bad catalytic converter or use of a test pipe, or other emissions related CELs.
- Engine / rod knocking
- Frayed belts
- Loose/missing gas cap
- Excessive valve train noise

- Battery not tied down properly. **TIE DOWNS MUST BE OEM OR BETTER QUALITY. Rubber or ratchet straps are not acceptable.**
- Exposed wiring, or wiring that can potentially rub on sheet metal in a damaging way to the wiring. **General wiring, especially underhood, must be neat and secure in layout.**
- ECU not properly secured
- Low tire pressure
- Low oil levels
- Noise level (if the track has a decibel limit)
- **Lack of exhaust-** Running open header at these events is not allowed. You must have an exhaust, or at minimum, a b-pipe with a turn down. Excessively loud vehicles can and will be refused track-time. If you think your car is excessively loud, it very well might be. Please correct this with the use of a muffler or resonator.

## “What if I fail tech inspection?”

1. If any changes are required as a result of a tech inspection, participants must complete an additional inspection to ensure the changes are compliant. The lead tech inspector or #GRIDLIFE management will be able to discuss why a car failed and may be able to give some recommendations on how to best address the issue.
2. Participants should ensure that they bring adequate tools, as well as extra fluids, pads, and spare parts. This is recommended for any track event, and will help ensure that they maximize track time. If a car cannot pass tech, it will not be allowed to drive on track. Complying with the safety rules and ensuring a car is in good mechanical condition will ensure that it will pass tech. This is a firm rule, with no exceptions. Participants should go over every inch of their car prior to the event, and check all systems, bolts, and have quality and fresh fluids in their car. The responsibility of ensuring that the vehicle is safe and in proper mechanical condition to participate in the event falls exclusively upon the driver. Refunds will not be issued for non-compliant cars.

## Passengers

1. Passengers are allowed in all advanced and instructor driven cars. This is a privilege, not a right, and can be revoked. Passengers are allowed in intermediate cars at the determination of the #GRIDLIFE staff. Please know as a driver of a car with a passenger that you are taking on a great responsibility. Safety of both occupants of a vehicle is of utmost importance, and equal safety gear for passengers must be present in all vehicles. (example=If a driver has a rollbar and a harness and a fixed seat, the same must be present for the passenger). Please drive within the limits of the car and driver’s skill with passengers in a vehicle. “Offs” with passengers in the car are not acceptable and can result in the loss of, at minimum, the rest of the session.

## **Safety devices.**

1. Rollbars and roll cages must be quality, professional-level, and fully welded around all joints to be allowed on track. Rollbars are strongly encouraged for all cars. Head and neck restraints such as HANS / NEXTGEN are encouraged for all cars with rollbars and harnesses.

## **Bolt-in cages**

1. Bolt-in cages or rollbars must be professional quality, and must use adequate size spreader plates and backing plates on the underside of the car. "Show Car" ( some CUSCO, ETC) cages will not be allowed, and any questions on cages should be directed to [adam@grid.life](mailto:adam@grid.life) Attaching pictures and a full description of the car is encouraged with questions. Bolt in hardware is defined below in the #GRIDLIFE Trackbattle and race subsection, and those parameters must be followed.

## **Helmets**

**Proper fitting SA 2015 or newer helmet only.**

**M-rated/snell only/motorcycle only helmets are NOT ALLOWED.**

## **Clothing**

1. Non-synthetic fabric clothing (i.e. Cotton)
2. Long pants only, no shorts on track.
3. Long-sleeved shirts are highly encouraged on track, as are racing suits / fireproof suits.
4. Shoes must be closed-toe. No sandals.
5. No tanktops

## **Harnesses**

1. Shoulder belts must be 3+" wide unless narrower is required for use with a head and neck restraint. (HANS specific belts, etc), and include anti-submarine belts. 5 + points or brand specific ASM technology.
2. Harnesses must be in working condition without frays or tears.
3. The release mechanism must be in proper working condition.
4. Please see the #GRIDLIFE Competitive and Timed events section of rules for the approved harness mounting. This applies to the mounting of the lap belts, sub belts, as well as the shoulder belts.
5. Harnesses must be name-brand, quality pieces. Non-labeled (SFI , FIA, etc) "knock off", or "show car only" harnesses will not be allowed.
6. **Harnesses must be used with a proper height-back seat and a rollbar or cage. Harnesses used without a rollbar or cage may result in a failure at tech inspection, and will not be allowed on the track. Any exception to this rule must be preapproved (contact [Adam@grid.life](mailto:Adam@grid.life)) and will only be allowed with a properly**



**built (based on design and wall thickness of tubing) harness bar, and will only be allowed if judged to have enough roof crush resistance to provide an adequate measure of safety for occupants.**

### **Convertibles**

1. If the car has stock seats and belts, we strongly suggest installing a roll bar and using arm restraints. **A rollbar is REQUIRED for the Mazda Miata of NA and NB models, NC and ND can utilize OEM or better rollover protection.** Convertibles with factory rollover protection (IE: 2002 Porsche Boxster, Honda S2000, MINI Cooper Convertible) are allowed to run with the factory seats and seatbelts. All convertibles must pass the “broomstick test”. Driver’s head, with a helmet, must be below the line “created” from the top of the windshield to the top of the rollover protection. **It is highly encouraged that all convertibles add aftermarket rollover protection.**

2. The top of the driver/passenger helmet must be below the top of all bars of the halo in a roll cage. For a roll bar, the broomstick test may be used as a guide to determine if the driver/passenger are properly protected. If this is an issue, please contact the lead instructor or #GRIDLIFE staff before the event.

### **TRACK SURFACE CONDITIONS ARE CONSTANTLY CHANGING.**

Driving within the limits of the car/track surface is the responsibility of the driver. Going off track because of changing track conditions or debris/fluid on the track is not an excuse, and unacceptable. Track surfaces cannot be guaranteed in any circumstance, drivers must use their best judgement in all situations, in every session, and in all aspects of a #GRIDLIFE event.

## **#GRIDLIFE Competition Safety Rules**

The Race Director shall be the authority for control over all racing competitions within the #GRIDLIFE Racing Series. This rulebook has been established by the Race Director and shall be referred to in all decisions. This rulebook may be revised at any time; updates to the rules will be indicated with ~~strike lines~~ for removed wording, and red font for adding wording, such as this. All rule changes will be considered effective immediately unless otherwise noted. Certain events may include supplemental regulations which supersede rules contained here. The #GRIDLIFE rulebook will be referred to in situations that may not be otherwise covered in this rulebook or any other supplemental regulations. All rules within this book, and any supplemental

regulations, should be interpreted with logic and "spirit of intent." Any input from a participant will be considered, but the ruling of the Race Director and stewards of the event will be considered final. The Race Director will only stop on-track operations for weather related reasons in the event of lightning within 1 mile of the track facility or conditions of ice on the racetrack. Rain will not be a reason for cancellation unless lightning strikes are a factor, for the safety of the track worker and corner worker staff.

## **Drivers**

TrackBattle Time Attack is a non wheel-to-wheel competition series for advanced and expert drivers only, However Time Attack is not open to beginning drivers. Stated experience will be evaluated and drivers that do not meet an advanced level may not be able to run in Time Attack.

Gridlife Touring Cup is a wheel to wheel racing series designed for maximum fun, diversity of car choice, and to entertain spectators in the hope of encouraging future generations to enjoy racing. Drivers must be licensed by a major recognized driving organization for racing or complete #Gridlife competition school (contact adam@grid.life for instructions).

## **VEHICLE**

1. **Lights.** Functional brake lights (at least one easy to spot light at rear of car) must be on all cars and functional at all times or a car may be black flagged. Working headlights are mandatory for all cars during races occurring after dark. Any number of additional headlights may be used provided they are not deemed to be excessive or a hazard to other drivers. Roof mounted lights are not allowed unless deemed to not be distracting to other drivers. In night races, one headlight and one brake must be functioning at all times. Additional colored lights may be added to the car for identification purposes. The use of reflective tape and other similar devices is encouraged for on-track safety purposes.

2. **Mirrors.** All cars entering the #GRIDLIFE race series must have at least two functioning rear view mirrors. Additional mirrors and locations of said mirrors are free and encouraged.

3. **Tow Hooks.** All cars **must have** at least 1 tow hook on the front and 1 tow hook on the back, either labeled or in an obvious location. Tow hooks must be strong enough to bear the weight of the car under a snapping/yanking condition if the car becomes stuck and they must be used. OEM tie down locations are acceptable if they can easily be accessed and are labeled (tape, etc)

4. **Sound limits.** Specific sound limits will be determined by each racetrack. However, cars deemed too loud, either by actual measurements of sound at any location on track or by

complaints from track or neighboring residents/businesses, will be asked to add additional exhaust muffling or will be refused entry to the racetrack. If participants are wondering if they are too loud, they probably are.

**5. Fuel Tanks.** Fuel tanks must be either OEM quality or better if using a factory style tank. Factory tanks are only permitted on cars where the tank is located behind the driver and in front of the rear wheels. Aftermarket fuel "cells" are allowed, **if properly installed and mounted** . Only aftermarket cells of hard plastics/rotary formed plastic or ballistic-style bladders contained within a full, quality constructed steel box, with a bulkhead of steel or aluminum isolating the driver from the box containing the cell, will be allowed. All structures holding the cell must be attached completely and entirely to the shell of the car and/or rollcage structure. Any cell deemed inadequate for completion will result in the car being denied entry. If participants have any questions on the legality or safety of a car's fuel cell and system, email pictures and descriptions to [adam@grid.life](mailto:adam@grid.life). All rubber or aluminum fuel lines inside vehicle must be isolated from the driver with either a metal bulkhead or shielding, and must be isolated from any sharp edges on sheet metal, etc. OEM or OEM quality steel hardlines, or Braided Stainless flexible, fuel lines are allowed in driver's compartment if properly mounted and positioned as far away from the driver as possible.

**6. Driver's safety equipment.** A neck restraint system, such as a NEXTGEN or HANS device, SFI 38.1, FIA 8858- 2002 or 8858-2010 is required for Unlimited Time attack and GLTC participants. Long pants are required for Time attack. For wheel-to-wheel competition and unlimited time attack participants. drivers are required to wear driving suits that must effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-2000 homologation. Underwear of fire resistant material shall be used except with suits carrying FIA standard 8856-2000 or SFI 3-2A/5 or higher (e.g. 10/15/20). Drivers helmets must be Snell SA2015 rating or higher. Motorcycle rated helmets are not acceptable. Drivers gloves must be fire resistant and have no holes. Nomex socks are required for all drivers in Unlimited or GLTC, and must have no holes. Fire resistant shoes are required for all drivers in Unlimited or GLTC, and must have no holes from wear. Nomex/fireproof balaclavas worn under helmets are highly recommended. Balaclavas are required for drivers with facial hair.

**7. Harnesses.** All cars with rollbars or rollcages shall use 5 point-or-greater harnesses or harnesses with brand specific ASM (anti submarine) technology, with SFI ratings, and harnesses must be "IN DATE", meaning, 10 years or less shall have passed since manufacture of the harness, as indicated on the date stamp of the harness. No visible UV fades, or weld burns allowed on harnesses. Non-dated or non-labeled harnesses will not be allowed. Harnesses must be correctly installed, and all mounting points to sheet metal shall be adequately backed by large plates on opposite sides of sheet metal.

**8. Conduct.** All drivers and their crew members, and anyone on site at events shall conduct themselves according to the highest standards of behavior and sportsmanship. This includes their interaction with all competitors, officials, #GRIDLIFE staff, and all #GRIDLIFE participants or attendees who may or may not be participating in the track events or attending the festivities. Any driver who is involved in an incident with another car or any barrier shall follow the instructions of the safety team without question and will not be allowed to return to competition without the approval of the safety stewards or #GRIDLIFE staff. Consumption of alcohol or narcotics during the hours of track operations at any #GRIDLIFE event is unacceptable. Any person found to be breaking this rule will be asked to leave the premises and refunds will not be given.

**9. Contact on track deemed unacceptable.** All cars participating in Time Attack must be driven in such a manner that they do not contact other cars on track. Racing room must be given to all participants in every corner of the track and on straightaways. "Racing Room" is defined as the ability to keep all four wheels of a racecar on the paved racing surface at all times. Dive bombing with the intention to disrupt another participant and send them off track, or "moving over" on another car with the result of them exiting the racing surface is unacceptable. Failure to avoid any and all contact will likely result in loss of racing time and or privileges entirely. #GRIDLIFE is intended to be fun, competitive, and to put on a good show for the spectators and HPDE/Time Attack/Drift participants also involved in the weekend's festivities. Contact resulting in visible damage to either car involved will result in cars being black flagged and sent to "contact impound", where the situation will be sorted out between both drivers and the contact impound steward. Video evidence will be reviewed when available. Contact (if not black flagged) may result in the loss of finishing position of the car and all trophies/prize money/contingency resulting from said finishing position if deemed intentional or avoidable by contact impound steward. Finishing position may not be bettered as a result of contact. Impacting of a car to a barrier is also discouraged, and could potentially result in the driver having to pay for the cost of repair to the damaged barrier if the track staff demands it.

**10. Flags.** General flag rules will be observed. Flag rules will be gone over in the race group drivers meeting at the start of the race weekend. During any #GRIDLIFE competitive event a double yellow flag condition resulting in the safety crew pulling a car off track or to a safe position will require cars to slow to roughly 40 MPH or a speed deemed adequate for safety in the area of the safety vehicle and to pass the safety vehicle as the driver of the safety vehicle directs (via point-bys, or other signals)

**11. PASSING RULES** -All passes must be made in a safe manner. A "safe manner" means that ABSOLUTELY NO contact between any cars involved in the pass occurs. The driver of the car making the pass must anticipate all potential problems arising from the pass attempt before executing the pass, and the car or cars being passed must leave "racing room" for the car that is passing. "Racing room" is defined as the ability to keep all four wheels of a racecar on the

paved racing surface at all times. All passes must be clean and safe. Contact resulting from poorly executed passes is likely to result in the finishing position being changed for any and all cars involved in the incident. Passing rules must be adhered to during all #GRIDLIFE competitive events. Contact between cars is unacceptable, and any driver involved in an incident has the right to protest the finishing order of the race.

**12. Stopping on track.** Coming to a complete stop on track is prohibited if at all possible. A full-stop vehicle will automatically result in a yellow, black, or red flag situation for all cars in the area of the stopped vehicle or on the entire racetrack. If a car needs to stop on track, please stop near or behind a safety worker station/track barrier cutaway, and drivers may only exit the vehicle if given the permission of the safety worker. It is strongly advised not to stop any vehicle on tall, dry grasses, as fire and inevitable vehicle damage will likely occur. If the vehicle is on fire, the driver may exit as soon as possible.

### **13. Roll cage construction and design. Full roll cage required for GLTC and Unlimited TA**

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 conform 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.

**Rollcage 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 and main mounting plates at all joints.

**Rollcage Bends.** No bends in any rollcage 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)

**Rollcage 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.

**Rollcage Install.** Rollcages may be “bolt in” or may be permanently welded. “Bolt in” rollcages 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.

**Rollcage Main Hoop.** The main hoop of the rollcage 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.

**Rollcage 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. 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. In these situations 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.

**Rollcage 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 drivers 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.

**Rollcage 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

**Rollcage Forward Hoops (multiple options)** Multiple options exist for the forward hoops. **#1**=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. **#2**=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.

**#3=** Forward hoop mounted on the forward feet plate 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.

**Rollcage Door Bars / Side Impact Protection.** In unlimited class or wheel to wheel class cars where door bars /full rollcage 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 door cavity away from 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.

**Rollcage Mounting Plates/points.** All main components of the rollcage or rollbar (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), .080" thick minimum . It is recommended that plates be nearest the outside of the 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.

**Mounting Plates – Bolt-In Cage.** (TIME ATTACK/ HPDE 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.

**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.

**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. Cages conforming to other accepted organizations may vary slightly on weight requirements in relation to tubing sizes, and that is allowed on a case by case basis.

**0 to 1500 lbs w/driver**

Seamless mild steel (CDS), DOCOL r8 or DOM 1.500" x 0.080"

**1501 -2500 lbs w/driver**

Seamless mild steel (CDS), DOCOL r8 or DOM 1.500" x 0.120"

**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

**3001 -4000 lbs w/driver**

1.750" x .120" Seamless Alloy (4130), Seamless mild steel (CDS), DOCOL r8 or DOM

**Over 4000 lbs w/driver**

2.000" x 0.120" Seamless Alloy (4130), Seamless mild steel (CDS), DOCOL r8 or DOM



# #GRIDLIFE DRIFT

In addition to all previous items in the Gridlife general car prep rules, some Drift cars are required to have a full rollcage of quality construction at some events in order to participate in tandem and close-proximity drifting. Roll cages must be built to the same standards as outlined above in the **GTCR**. A "full" roll cage is defined as having 6 or more points of attachment to the body, frame, or unibody of the vehicle via plates or boxes of adequate size with "A" pillar or forward hoops, a proper main hoop, and rear down bars meeting those attachment points. Two door bars per side, with minimal bends, are required. It is highly recommended that great care be taken in the design of the roll cage as to provide adequate safety in the event of a high speed impact. Impact force distribution of the roll cage must be judged to be adequate by the Motorsports director or Drift director, and adequate room must exist for the driver and passenger. Build quality and design should be of a quality and thoughtful manner, following general industry standards. Full track drift for tandem driving requires door bars protecting occupants. Cars without door bars protecting occupants will be asked to run solo runs on track.

In addition to all previous items in the Gridlife general car prep rules, drift car body panels should be adequately attached to the unibody or structure of the vehicle, and should be of quality construction. If a vehicle's panels/bumpers/etc are judged to be too inadequately mounted, the vehicle will not be allowed onto, or back onto, the racetrack, without them being removed first.

In addition to all previous items in the Gridlife general car prep rules, drift car tow hooks and locations of hooks must be accessible by track staff for towing of vehicles in the event of a mechanical or situational incident where the vehicle cannot move under its own power. If it is found that a vehicle is too difficult to potentially tow, the vehicle will not be allowed onto, or back onto, the racetrack.