

2024 Great Lakes Competition Rule Book

Vehicle Specifications & Safety requirements:

1. Driver Safety:

1.1. Helmet

- 1.1.1. Must be rated at minimum of SA2015 or newer is mandatory.
- 1.1.2. Full-face helmets are required. Visors must be closed during on-track sessions. Helmet chin strap must be fastened at all times while the driver and vehicle are on track

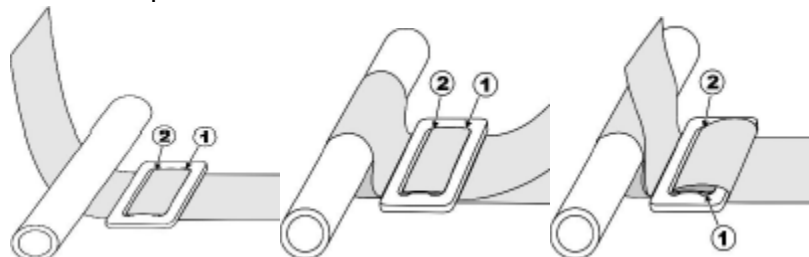
1.2. Driving Suit

- 1.2.1. One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to FIA 2000 specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.
- 1.2.2. Articles must be free of holes, tears or other openings except those made by the manufacturer of the equipment.
- 1.2.3. Fire-Resistant and SFI Rated gloves and shoes are mandatory. Fire-resistant socks are highly recommended.

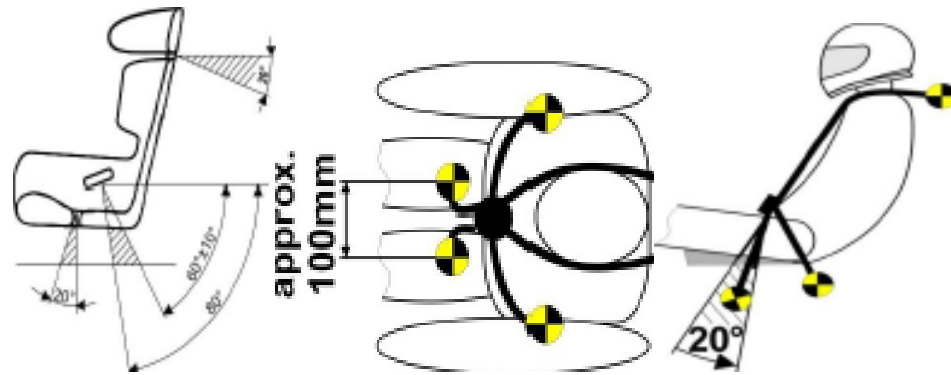
1.3. Head and neck(HANS) restraint devices are highly recommended.

1.4. Seats and seat belts:

- 1.4.1. Driver's Seat must be of the Fixed Back Bucket Style. FIA approved.
- 1.4.2. Halo Style is highly recommended but not required.
- 1.4.3. Any seat inside the vehicle must be bolted down with no play in the mounts per the manufacturer's instructions.
- 1.4.4. Fixed seat mounts are recommended. Locking sliding mounts are acceptable.
- 1.4.5. A minimum of a 5-point harness is required.
- 1.4.6. All harnesses must meet SFI or FIA homologations.
- 1.4.7. Shoulder straps must be mounted behind the seat to a harness bar less than 12 inches from the seat back. The angle of the shoulder harness from the top of the driver's shoulders must not exceed more than 20 degrees.



The figure above is the preferred method for harness attachment to the harness bar.



1.5. Fire Suppression:

- 1.5.1. All vehicles must have an on-board fire extinguishing system.
- 1.5.2. A minimum of one (1) 2lb fire extinguisher must be mounted within drivers reach while strapped into their seat.
- 1.5.3. Fire Extinguisher mounts must be metal, not plastic.

2. Electrical/Battery:

- 2.1. Battery must be securely mounted and the positive terminal covered.
- 2.2. Battery mounts must be connected to the chassis frame or unibody.
- 2.3. Any battery mounted within the driver's compartment must be within a sealed box with the battery fastened down inside securely bolted to the frame or unibody and appropriately vented.
- 2.4. Dry-Cell batteries are not required to be inside a battery box
- 2.5. A master battery cut off switch is highly recommended. The master cut off switch should be mounted on the driver's side cowl and clearly marked.
- 2.6. Any positive cables passing through the firewall must be properly insulated and covered.

3. Roll Cage:

- 3.1. Minimum of a 6 point roll cage is required. The cage must be attached to the chassis in (at least) 6 points. Wheel intrusion bars are highly recommended but not required.
- 3.2. Bolt in roll cages are not allowed.
- 3.3. Padding is required where the driver's helmet may contact the roll cage. Padding is recommended where arms and legs may contact the roll cage.
- 3.4. A minimum of two door bars across each door opening are required. These may run parallel or in an "X" shape, then have a minimum of 2 vertical tubes connecting the upper and lower bars.
- 3.5. Roll Cage mounting plates must be minimum .08" thick steel and fully welded to the structure of the vehicle.
- 3.6. Inner door panels and door internals may be removed on a fully caged car.
- 3.7. Doors and door panels must remain intact on cars with no roll cage.

4. Chassis and Drivetrain

4.1. Bumpers:

- 4.1.1. All vehicles must be equipped with a form of structural bumper. This may be the OEM front and rear crash bars or aftermarket crash bars.
- 4.1.2. Any aftermarket crash bar should be, at minimum, the width of the vehicle's frame rails and fastened to the vehicle via proper hardware or welded to the chassis.

4.2. Suspension/Brakes/Wheels:

- 4.2.1. All suspension must be properly fastened to the chassis.
- 4.2.2. No play in any suspension components will be allowed, I.E. tie rods, wheel bearings, steering racks.
- 4.2.3. All lug nuts/wheel studs must be present and torqued down properly.
- 4.2.4. Brake systems must be fully functional at all 4 wheels.
- 4.2.5. OEM or aftermarket master cylinders are allowed.
- 4.2.6. Secondary hydraulic hand brakes whether inline or independent (with dual rear calipers) are allowed.

4.3. Drivetrain/Cooling:

- 4.3.1. Engine, drivetrain and any fluid system must be free of leaks.
 - 4.3.2. Cooling systems must be free of leaks.
 - 4.3.3. Rear mount radiator systems must be separate from the driver's Compartment.
 - 4.3.4. Recommended that cooling systems be filled with water only. Cooling additives (such as water wetter) are allowed.
 - 4.3.5. Radiators must also be equipped with an overflow or catch tank.
 - 4.3.6. All coolers must be mounted within the confines of the chassis factory frame rails or factory or aftermarket bumpers/crash bars.
- 4.4.** Any lines passing through the driver's compartment must be covered by a shield and free of unions. All connections must be at or outside the firewall. Bulkhead connections at the firewall must be covered by a shield. Fittings on hydraulic hand brake are okay but must not leak.

4.5. Fuel System:

- 4.5.1. A vehicle equipped with an aftermarket fuel tank or fuel cell must have it properly mounted to the vehicle by support structures welded to the chassis.
- 4.5.2. Factory fuel tanks must retain all factory mounts and be in the factory location.
- 4.5.3. Fuel tanks and fuel cells must be separated from the drivers compartment via a sealed firewall.
- 4.5.4. Leaks in the fuel system are absolutely not allowed.
- 4.5.5. Fuel lines must not enter the drivers compartment.

4.6. Exhaust:

- 4.6.1. Mufflers are not required but highly recommended.

4.7. Body interior and exterior:

- 4.7.1. All body panels must be properly and securely fixed to the vehicle.
- 4.7.2. Door latches, interior and exterior, must be 100% functional.
- 4.7.3. Hood Pins are recommended. Factory hood latches are allowed if they're in proper functioning condition.
- 4.7.4. Vehicles must be equipped with working tail and brake lights.
- 4.7.5. Cars must have a third led strip brake light on the top of their rear windscreen. If the vehicle doesn't have a rear window, do your best to mount the strip on the rear of the vehicle so it is visible from the rear.
- 4.7.6. **All brake lights must be DOT approved.**
- 4.7.7. All loose items inside the vehicle must be removed prior to entering the track including floor mats.

5. Tires:

- 5.1. Maximum tire width 255. 300tw minimum on rear tires only. The only exception to this rule will be the Accelera 651 Sport 200tw tire.**

Competition Format and Judging Criteria:**1. Qualifying Judging Criteria**

- 1.1. Top 16 Rounds #1, #3, and #4 drivers will compete in Knockout Qualifying. The Top 12 will be locked in based on their qualifying run, the remaining four (4) spots will be determined by a second qualifying run for those drivers not locked in. The Top 32 Round #2 drivers will complete two non-consecutive runs to fill out the Top 32 bracket.
- 1.2. A perfect score will be 100 points divided up as follows:
 - Line 30 points
 - Angle 30 points
 - Style 40 points
- 1.3. **Line** - The ability of the driver to fill the outsize zones and get in close proximity to the front clips without hitting them.
- 1.4. **Angle** - How much angle the driver is able to maintain throughout the course
- 1.5. **Style** - The driver's ability to navigate the course, transition smoothly and not make corrections to the angle of the car.
 - Commitment** - Confidence of the driver throughout the course based on speed and aggressiveness.
 - Fluidity** - Rotation of vehicle without corrections and maintaining a smooth radius of turns.
- 1.6. **Deductions** will be given under the following conditions:
 - Double Initiation
 - 2 or more tires off course

Missing zones or clips
Lack of Angle
Off Line

1.7. **Zero** - Will be given under the following conditions

- 1.7.1. Opposite drift
- 1.7.2. Spinning out
- 1.7.3. 3 wheels off course

1.8. **Qualifying Points**

Each driver who makes the Top 16 or the Top 32 will receive five (5) Qualifying points.

2. Tandem Judging Criteria

2.1. Lead driver will be judged on the following criteria

- 2.1.1. **Line** - The ability of the driver to fill the outsize zones and get in close proximity to the front clips without hitting them.
- 2.1.2. **Angle** - How much angle the driver is able to maintain throughout the course
- 2.1.3. **Style** - The driver's ability to navigate the course, transition smoothly and not make corrections to the angle of the car.
- 2.1.4. **Chasable run** - Running a good line that the chase driver can follow. Also not drag racing to the first corner or sacrificing angle to pull away from the chase driver. A zero will be rewarded if we feel this is being done purposely. A good chase run needs a good lead run so judges will be very critical on lead runs.

2.2. The chase driver will be judged on the following criteria

- 2.2.1. **Proximity**: to the lead driver without making much sacrifice to angle or having to drive a lower line through the course.
- 2.2.2. **Ability to adapt**: to the lead driver's line through the course. We would like to see the chase driver follow the line of the lead driver even if it isn't an ideal lead run. We aren't asking you to go off course or drive into a wall. If the lead driver is a little shallow then also go a little shallow.

2.3. A win will be given to the driver who the judges determine had the best combined lead and chase runs.

2.4. A OMT (One more time) will be given if the judges feel the run was too close to call.

2.5. We will have 3 judges at each round so there will be a clear winner or a OMT for each battle

3. Competition

- 3.1. A top 16 or top 32 elimination bracket will be filled based on a driver's qualifying position.
- 3.2. The higher position driver will be the lead driver in the first of two tandem battles to move on in the single elimination bracket.
- 3.3. The lead driver will be positioned in the lane that is the closest to the outside of the first turn. If the first turn is to the right then the lead driver will be in the left lane.
- 3.4. Three Initiation zone cones will be placed on the course. The lead and chase drivers need to initiate at or before the final cone. If a manji entry is used, it must be done prior to the third cone.
- 3.5. Cumulative points will be awarded for each battle won and for placement in each round.
- 3.6. One 6 minute competition time out may be used during the duration of the competition. If the car is not on the ground and ready to be driven to grid after the 6 minutes, a DNF will be given and the other driver will be given advantage.
- 3.7. If a car is damaged during a battle and fault was given to the other driver, up to 10 minutes will be given to repair the vehicle. A competition time out may be used in combination with this time for a total of 16 minutes.
- 3.8. Points for each round goes as follows

Top 16 (Must make the Top 16 to receive points) Same with the Top 32

1	100 points
2	90 points
3	85 points
4	80 points
5	75 points
6	70 points
7	65 points
8	60 points
9	55 points
10	50 points
11	45 points
12	40 points
13	35 points
14	30 points
15	25 points
16-32	20 points

4. COMPETITION PROTESTS AND APPEALS

4.1. COMPETITION PROTESTS

- 4.1.1. A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility may be made at any time. All vehicle eligibility protests will be reviewed and arbitrated by the Competition Director. Protests will be allowed in all rounds of tandem competition except the Finals. The subjective areas of a judge's score and decision are not protestable. Protests must be done on an objective action that was missed by the judges within the confines of a battle, I.E: Driver X's trunk came open during a run and the judges did not see it. Objective action with regards to Great Lakes protests is defined as an action that is incontrovertible visual evidence and not subject to a judge's opinion. External data or video is not permissible in the evaluation of a protest. Only Great Lakes data and camera footage will be allowed in a review of a protest.

4.2. **FILING A COMPETITION PROTEST**

- 4.2.1. Protests are expected to be well founded, reasonable, logical, and based on sound Evidence. Every protest shall be made in writing on the Great Lakes Protest form. The protest form needs to be completely filled out and must specify which part of the Rules & Regulations that is in question, signed by the driver, spotter, or team representative making the protest. The Protest form must be accompanied by the appropriate protest fee and presented to the Competitor Liaison in the judge's stand prior to the results being announced of the directly following battle. In the event of a protest occurring in the last battle of a bracket that is followed by a scheduled break, the protest has 5 minutes after the results being announced to be presented to the Competitor Liaison in the judges' stand. Presentation of the form to the judge's stand must be in a professional and sportsmanlike manner. Failure to do so will result in your protest not being reviewed.

4.3. **REVIEWING COMPETITION PROTESTS**

- 4.3.1. The Competitor Liaison, or his/her designee, shall review the protest and render a decision as soon as possible. The Competitor Liaison will attempt to give all interested parties an opportunity to comment or provide input. If a protest review is denied the protest fee will be forfeited. If a driver is questioned regarding any incident or protest and provides misleading information that driver and or team maybe be subject to penalties including forfeiture of championship points.

4.4. **COMPETITION APPEALS**

- 4.4.1. Once a protest has been reviewed and denied, the driver will have the right to file a post event regarding the decision if the following conditions have been met. An appeal must be filed within 24 hours of the final battle of the event. The appeal must be professional and in writing presenting the facts of the case and any additional information or arguments not stated in the original protest. Any outside and or public discussions regarding the incident prior to the appeal process will void the appeal.

Appeals can be emailed to Dave Nashwinter at
Dave.Nashwinter@gmail.com

EVENT: _____

PROTEST FORM

DRIVER NAME: _____

SIGN: _____

VEHICLE ELIGIBILITY UNDER PROTEST (IF APPLICABLE)

DRIVER: _____ CAR #: _____

BATTLE UNDER PROTEST: (IF APPLICABLE)

_____ vs. _____

BRIEF DESCRIPTION OF YOUR PROTEST:

RULEBOOK SECTION IN PROTEST:

PROTEST TIME LIMITATION:

All Protests must be submitted to the driver's steward prior to the results being announced of the directly following battle.

Competition Round	Protest Fee
TOP 32	\$100.00
TOP 16	\$100.00
TOP 8	\$50.00
TOP 4	\$50.00

Any outside and or public discussions regarding the incident prior to the appeal process will void the appeal.