



GRID MASTERS

ULTIMATE LAP CHAMPIONSHIP

2026/2027 Rules & Regulations v2

Sanctioned as an EMSO Club Event

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1. Introduction

Welcome to the **Grid Masters Ultimate Lap Championship** — the ultimate test of precision, speed, and skill at the heart of the UAE's motorsport scene. This competitive championship is not for the faint of heart: participants race against the clock, pushing their cars to the limit in pursuit of the perfect lap.

The championship features seven distinct classes, each catering to a different level of modification and performance, making it the perfect battleground for drivers who thrive on precision and adrenaline.

2. Event Information

Item	Details
Event name	Grid Masters Ultimate Lap
Event type	Time Trial
Tracks	Dubai Autodrome and Yas Marina Circuit
Format	See Section 7 – Competition Format
Sanctioning	EMSO Club Event, run in accordance with the EMSO National Sporting Code
Registration	Online at www.gridmasters.ae or via Google Form

The event is sanctioned as an **EMSO Club Event** and run in accordance with the [EMSO National Sporting Code](#), [EMSO Code of Conduct](#), [EMSO Environmental code](#), [this Championship regulations](#) and any further event bulletins issued by the organizer.

Communication & Contact

For further information or inquiries, and to stay up to date, reach us through any of the channels below:

- **Instagram:** [gridmasters_ae](#)
- **Website:** www.gridmasters.ae
- **WhatsApp group:** [Join here](#)
- **Email:** info@gridmasters.ae
- **Direct contacts:**
 - Adnan Khalil – +971 50 788 3718
 - Arnie Almas – +971 55 595 1778
 - Zain Jafar – +971 55 855 5921

3. Competition Licence Requirements

To be eligible to compete in this series, participants must hold an **EMSO Novice Competition Licence**. You can apply <https://licence.emso.ae/>.

Overseas participants (from outside the UAE) must hold a valid competition licence from their ASN, together with a permission letter from the ASN that issued the licence.

4. Entry Fees

Option	Price (per round, excluding VAT)
Standard entry	AED 1,750
Early bird	AED 1,625
Season pass (entire season paid in advance)	AED 1,500

All payments are non-refundable and non-transferable. Once payment is made, no refunds will be issued under any circumstances.

5. Championship Points System

Points are awarded by finishing position within each class:

Position	Points
1st place	25
2nd place	21
3rd place	18
4th place	16
5th place	15
6th place and below	14, and so on
Participation	2 points for every participant

- One round is dropped from the championship: the best 5 of 6 rounds count toward the final championship result.
- To retain championship points, a participant must compete with the same vehicle and in the same class throughout the season.
- If a participant switches mid-season, all previously earned points are forfeited and reset to zero. Points are not transferable to a different class, nor to another entry within the same class.
- At the end of the season, an overall 1st-place champion will be announced for each class, and a separate award ceremony will be held.

Tie-Breaker

If two or more competitors are tied on Championship points at the conclusion of the Championship, the final Championship positions shall be determined in the following order:

1. The competitor with the greatest number of class wins during the Championship.
2. If still tied, the competitor with the greatest number of second-place finishes, then third-place finishes.
3. If still tied, the competitor with the most races attended.

6. Awards

- At the end of each round, winners will be announced for every class.
- Trophies will be awarded to **1st, 2nd, and 3rd** positions in each class.
- A class must have a minimum of 3 entries to be eligible for awards.

7. Competition Format

The **Grid Masters Ultimate Lap Championship** is run in a heat-based format. Each event consists of the following sessions:

1. Practice Session
2. Heat 1
3. Heat 2
4. Heat 3
5. Final Shootout (Super Heat)



Run Groups

Competition classes are divided into run groups for each event. The number of run groups and the session lengths depend on the circuit configuration; drivers will be informed of the run-group format before each event.

Session	Format 1 (3 run groups)	Format 2 (4 run groups)
Practice Session	10 minutes	8 minutes
Heat 1	12 minutes	10 minutes
Heat 2	12 minutes	10 minutes
Heat 3	12 minutes	10 minutes
Final Shootout	3 laps	3 laps

- The Organiser will determine the allocation of classes to each run group.

- Following the Practice Session, the Organiser and Scrutineers reserve the right to amend the composition of any run group where necessary for safety, fairness, or operational reasons.

Practice Session

The Practice Session allows competitors to familiarise themselves with the circuit and make any necessary vehicle setup adjustments. No points are awarded during the Practice Session.

Heat Sessions

- Each competitor takes part in three (3) Heat Sessions.
- In each Heat, competitors score points based on their finishing position within their class, using the same points scale shown in Section 5 (25–21–18–16–15–14, and so on).
- Points from all three Heats are added together to determine qualification for the Final Shootout.

Final Shootout (Super Heat)

- At the conclusion of the three Heat Sessions, the four (4) highest-scoring competitors in each class qualify for the Final Shootout.
- Competitors line up in order of their cumulative Heat standings: the highest-scoring competitor starts first, followed by second, third, and fourth.
- Competitors are released sequentially under the direction of Race Control, with suitable gaps between each vehicle.
- The Final Shootout consists of three (3) laps. How the three laps are managed is at each competitor's discretion — timed laps and cool-down laps may be completed in any order.
- The fastest lap recorded during the Final Shootout determines the final finishing positions for 1st through 4th place within each class.
- Competitors who do not qualify for the Final Shootout are classified from 5th place onwards based on their cumulative points from Heats 1–3.
- Cool-down laps are permitted at the competitor's discretion; however, any lap completed in more than 120% of that competitor's fastest timed lap in the Final Shootout will have all laps in the Shootout nulled.
- For clarity:
 - A competitor whose fastest Shootout lap is 1:05.000 must not exceed 1:18.000 on any lap during the Shootout.
 - A competitor whose fastest Shootout lap is 2:00.000 must not exceed 2:24.000 on any lap during the Shootout.
- Where two or more competitors are disqualified from the Final Shootout, their finishing order is determined by their qualifying positions prior to the Final Shootout.

Event Contingencies

- In circumstances beyond the Organiser's control — including but not limited to red flags, delays, adverse weather, circuit incidents, or other operational or safety concerns — the Organiser reserves the right to amend, shorten, or cancel any session.
- Should the Final Shootout be cancelled or unable to be completed, the final event classification will be determined by the cumulative points earned across Heats 1–3.
- The decision of the Clerk of the Course and the Organiser is final.

8. Classing, Spirit of Competition & Sportsmanship

- All race entries are subject to **Grid Masters Ultimate Lap Championship** approval. The organizers reserve the right to disallow any vehicle or competitor considered unsafe, unsportsmanlike, or not in keeping with the spirit of the rules. The event technical lead/director reserves the right to deem a car legal or illegal, and will make every effort to preserve close competition.
- One ticket grants entry into one class only.
- Each car may be registered by one competitor only (a single entry). The same car cannot be registered with multiple drivers.
- At the organizer's discretion, a car/driver may be re-classed where a vehicle's performance exceeds the spirit of competition for its class.
- If a class has fewer than 3 competitors, those cars may be re-classed to the nearest performance class at the discretion of Grid Masters Management.
- Vehicles registered in the incorrect class and subsequently re-classed must "start over" on their times for the event — times posted in the incorrect/illegal class are not considered legal. Class switching (by competitors or by stewards) must be completed with no fewer than three timed sessions remaining on the schedule; if fewer than three remain, the result is disqualification from competition. If the re-classed car would be in contention for the podium, the change must be announced to the rest of the class before the next timed session.
- Cars deemed non-compliant by scrutineering during an event, with sessions still to run, may correct the compliance problem and re-run. All times set before the car was deemed non-compliant will be **disqualified** at the discretion of the Grid Masters Race Director.

9. Drivers' Briefing

- The drivers' briefing is mandatory at every round, and all participants must attend. Briefing times will be shared in the WhatsApp group.
- Arriving late to the briefing will incur a fine of **AED 300**.
- A driver who misses the briefing entirely will **not be allowed to participate on the day**, and no fees will be refunded.

10. Incident Reporting

Should a driver wish to have an incident (pertaining to an on-track session) reviewed by Grid Masters Management, the request must be submitted no later than 30 minutes after the session has ended. Requests past this window may not be honoured.

An incident review request must be accompanied by sufficient evidence (e.g. video) and must state the time of day or lap number. The request and evidence should be delivered to Impound (the location will be designated per venue during the drivers' meeting).

11. Protests & Appeals

- Protests are accepted as per the Sporting Code, Section 10. No appeals can be accepted — the final ruling is made by Grid Masters Management.
- Protests are heard when staff time permits, and protests made in good faith of competition will be investigated to the best of the staff's ability. Protests may be filed for driver behaviour or suspected vehicle non-compliance.
- Protests must be filed in a timely manner to allow adequate time for resolution before the event concludes. Depending on circumstances, last-minute protests (i.e. filed just before the last timed session) may or may not be heard by Grid Masters Management.
- All modifications performed must be specifically allowed within the class rules and overall rules — otherwise they are not allowed. Any questionable discrepancies must be clarified and allowed in writing by Grid Masters Officials at info@gridmasters.ae.

12. Penalties

- If a participant exceeds track limits, their fastest time of the Heat or Shootout will be removed.
- A driver is registered to a vehicle. Any participant who allows another driver to drive their vehicle will automatically be disqualified from the race.
- Any participant who provides false or misleading information regarding their modifications will be automatically **disqualified** upon discovery.

13. General Rules – All Production-Based Classes

These rules apply to all production-based classes (the Unlimited class is excluded, except where stated).

Chassis, Exterior & Aero

- Vehicles must be mass production.
- Factory-prepared race cars based on road-going vehicles that use the same chassis/tub are allowed in Unlimited (e.g. Porsche GT3 Cup, Porsche Clubsport, Huracán Super Trofeo).
- Open-wheel or tube-frame club race cars that may be made street legal (Radical SR3, Factory Five 818, Ultima GTR, Superlight SL-C, etc.) are not allowed in any class.
- Vehicles modified to a partial or full tube chassis are not permitted unless it is part of the OEM structure and specifically accepted by Grid Masters Management prior to the event.
- In Unlimited, some portion of the OEM floor pan or unibody must remain intact (25% or more, judged by Grid Masters Management).
- All vehicles must have a silhouette 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 & Fuel

- Only one internal combustion engine is permitted per vehicle, unless approved for Unlimited.
- Auxiliary water injection is permitted.
- Running methanol as a fuel is prohibited in all classes except **Unlimited**, where Grid Masters Management must be informed in advance.
- Ethanol fuel is legal in all classes.

Suspension, Brakes, Wheels & Tires

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

Interior, Roll Cage, Safety & Miscellaneous

- A roll cage is strongly recommended for all classes.
- 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 a rear roll bar/roll cage; headliner with an upper halo/A-pillar/B-pillar cage section, etc. All roll bar/roll cage requirements must follow the requirements outlined in these rules. In all street-based classes, the dash and carpet may not be removed, though they may be modified to allow for roll cage installation.

- All cars must run all decals required by Grid Masters Management. This includes door cards on each side of the car, a windshield banner at the top or bottom of the windshield, and any other locations as specified.
- A handheld fire extinguisher is **highly recommended in all classes**, within the driver's reach while belted in (harness/seat belt on).
- All fire suppression systems must be securely mounted (with nuts, bolts, and appropriately sized washers or backing plates) and installed per homologation documentation and the manufacturer's instructions. Systems must be installed within the vehicle's caged crash structure. Mounts with "anti-torpedo" tabs incorporated into the design are strongly recommended.
- A fire suppression activation mechanism must be within the driver's reach when belted in. A secondary activation mechanism, accessible to emergency responders from outside the vehicle, is strongly recommended.
- All systems must be identified with two (2) circle-"E" decals: one at the activation mechanism and one on the outside bodywork in line with, or as near as possible to, the activation mechanism.
- Mechanical firing safety pin(s) must be removed and electrical control boxes powered on for all on-board fire suppression systems prior to going on track.
- All fire suppression systems and complementary handheld fire extinguishers must be serviced every two (2) years per FIA and SFI requirements, or per the manufacturer's requirements, whichever comes first. Servicing must be performed by the manufacturer or an authorized servicing center, and bottles must carry an active service/maintenance label showing the last service date and the next service due date.
- All stored-pressure fire suppression systems and complementary handheld fire extinguishers must display a capacity and/or pressure gauge indicating fully charged per the manufacturer's requirements. Remote-charge systems and systems without a pressure gauge may be checked for compliance by weighing the bottle(s) with the remote link hose and CO₂ cartridge housing.
- All vehicles must have **front and rear tow hooks**. OEM tow hooks/slots/areas may be used if readily accessible without excessive time loss, but the driver must demonstrate to tech staff how to access and locate these points. Cars will not be allowed to participate without being able to show where and how safety teams can tow the vehicle.
- All drivers must sign all waivers and forms required to receive driving credentials.
- All vehicles must pass technical inspection by on-site inspectors before going on track (inspection by approved shops prior to the event may be allowed).
- Tech and compliance inspections may also be conducted by Grid Masters Management at any time during the event, to ensure the safety of the driver, car, and other competitors, and compliance with the rules.
- **A motorsport-rated helmet and fireproof gloves are mandatory for all classes.** For the Track Modified and Unlimited classes, additional specific safety equipment is required — see the class-specific regulations below.

14. Competition Classes

Each competitor runs in a primary competition group based on modifications and drivetrain (FWD / RWD / AWD), in one of the following classes: **Touring Car, Street, Street GT, Street Modified, Track Limited, Track Modified, and Unlimited**. Class details and rules are listed below.

14.1 Touring Car

Introduction

Touring Car is intended for vehicles with common minor modifications and basic engine swaps to popular track-day vehicles. The class is designed for naturally aspirated vehicles using OEM-equipped or swapped OEM engines of 2.5 litres and under. OEM forced-induction vehicles of under 1.6L are also allowed when using completely stock forced-induction systems, in vehicles the engine was originally equipped in. All vehicles must use factory-equipped engine internals. Limited-production, track-focused tube-chassis cars deemed street legal (such as the Atom or similar) are not legal for this class.

Chassis and Aero

- All vehicles must retain the stock chassis with no fabricated modifications (such as large unibody modifications). Minor modifications to facilitate engine swaps are allowed.
- Doors, quarter panels, and roof must remain OEM material.
- Bolt-on alternate materials may be used for the hood, trunk, and hard tops, but the shape must remain generally true to OEM. Non-OEM-shaped hard tops may be approved on a case-by-case basis.
- Rear undertray diffusers are not permitted, factory or otherwise. Rear bumpers may be cut for drag reduction or styling purposes.
- Front and rear bumper covers are unrestricted in style, and aftermarket bumpers/bumper covers are allowed in most cases — provided the design does not create a substantial increase in downforce, and does not extend or enlarge the horizontal portion of a splitter blade beyond what is allowed.
- Flat underbody floors/pans are prohibited.
- Hood ventilation and ducting for heat removal is permitted.
- “Track Life”-style fender cutouts rearward of the front tires are allowed.
- Glass windshields are required; replacing other glass panels with Lexan/polycarbonate is allowed for weight reduction.
- Splitters are allowed. The splitter blade may extend up to 3” past the vertical backing surface where the horizontal exposed splitter blade meets that surface (air dam, lip, etc.). The splitter may not extend rearward of the front hub centreline, nor be wider than the tires when pointed forward. It must be flat-bottomed and horizontal, with a $\pm 5^\circ$ angle-of-attack allowance, entirely flat with no vertical deviations, ducts, tunnels, or vents. Splitters may not extend into the grille area or under the bumper “overbite” to increase the 3” of horizontal exposure; they must meet a vertical backing/air dam/bumper at 3”.

- Any rear-mounted aero device (wing/spoiler) up to 701 in² is permitted. The 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 side skirt without a vertical or horizontal deviation wider than the widest point of the vehicle bodywork/door (mirrors excluded) is allowed. Side skirts must not touch the pavement, nor include any material that touches the pavement at speed.

Engine and Drivetrain

- No AWD drivetrains are permitted.
- Dog boxes / sequential gearboxes are prohibited. Dual-clutch automatic-style transmissions are allowed only when factory-equipped in the car used in competition (no swaps).
- Ethanol-based fuel is permitted, as are regular pump fuels available at public UAE fuel stations (e.g. Special 95 and Super 98). No other alternative fuels are allowed.
- Same-manufacturer and mixed-manufacturer engine swaps are permitted (e.g. a B18- or K-swapped Civic, a K-swapped Miata), as long as all other rules are followed (stock engine internals, etc.). Engines must originally be sold as mass-production engines fitted in a major manufacturer's vehicle and be widely available.
- Factory internals means pistons, compression ratio, rods, head and block casting, bore and stroke size, and head porting. Machining engine internals to gain an advantage is not allowed (porting, decking, or milling for compression, etc.). Other engine components may be modified (better oil pumps, oil pans, intake manifold swaps, etc.).
- OEM forced-induction vehicles (single turbo or single supercharger only) under 1.6L are allowed when using the completely stock turbocharger and exhaust manifolds as equipped on that specific VIN chassis from the factory (i.e. forced-induction engines cannot be swapped, and their turbine components must remain OEM).
- Turbo-back exhausts may be modified. Exhaust systems must exit under or behind the car — behind the driver or further rearward.
- If a particular model is determined by Grid Masters Management to be too advantageous, boost restrictions may be placed on it on a case-by-case basis in future, pending gathered data.
- Vehicles may have a minimum weight to meet, depending on the engine equipped for competition. See the table below for allowed spec engines above 2.5L, 1.6L FI, and minimum weights for engine displacements different from OEM (where allowed).

Engine	Minimum weight (with driver)
1.6L or less	No minimum weight
1.7xL – 1.85xL	862 kg
1.85xL – 2.0L (excluding Honda K series)	953 kg
2.0xL – 2.35L (excluding Honda K series)	998 kg
2.35L – 2.5L (non-K24 series)	1,089 kg
All Honda K20s	1,111 kg
K24	1,157 kg
Displacement same as OEM within 100 cc (rounded)	No minimum weight
Inline-6 naturally aspirated BMW engines sourced from non-“M” model cars (no S54, S52, S50, etc.), in OEM internal form	1,157 kg
Volkswagen VR6 engines, 2.8L or 3.2L, naturally aspirated and in OEM internal form	998 kg (2.8L) or 1,157 kg (>2.8L)
Subaru flat-6 engines, 3.6L or less (EG33, EZ30D, EZ30R, EZ36), naturally aspirated and in OEM internal form	1,157 kg
Nissan VQ30 (non-“HR”), FWD or RWD, in chassis of origin (no swaps), naturally aspirated and in OEM internal form	1,361 kg
Nissan VQ35 (non-“HR”), FWD or RWD, in chassis of origin (no swaps), naturally aspirated and in OEM internal form	1,157 kg
Naturally aspirated two-rotor engines (when swapped)	No minimum weight

Other “spec engines” outside the parameters of the base class displacement, but meeting the parity goals of the competition, may be petitioned for allowance. Minimum weights may be adjusted over the course of the season — email us for consideration at any time. Hybrid drivetrains (electric x combustion) and EVs are outside the scope of this class.

- Drivetrain changes are prohibited (e.g. FWD to RWD or RWD to FWD).
- Nitrous is not allowed.

Suspension, Wheels, and Tires

- Vehicles must use 200TW or higher tires for competition.
- Tire width is limited to 255 for all drivetrains.
- Suspension is limited to single-adjustable damping unless OEM-equipped. Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM; camber/caster and similar 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 accommodate the maximum allowed tires,

over-fenders may be added if the wheel openings do not change their rough dimensions when viewed from the horizontal perspective.

Interior, Safety, and Miscellaneous

- This is a minimum-weight class in most cases. Weight reduction to get close to the allowed minimum weights (in cars subject to a minimum weight) is allowed.
- Weight reduction that reduces structural strength or affects driver safety is not allowed. This is subject to technical inspection and must be declared at the time of technical inspection, at the risk of disqualification if concealed. Please do not take drastic or unsafe measures to reduce weight.
- Vehicles must have headlights, tail lights, and mirrors, all in working condition. Modifying lights for air-intake use is allowed, but the lights must at minimum remain “paddock functional” for use in dark, crowded paddocks.
- Vehicles must retain the OEM dash in its original location — regardless of minimum weight, swap, forced induction, or non-swapped status. The rest of the interior and parts non-essential to safety may be removed.
- Roll cages are allowed and encouraged. Vehicles “crossing over” from former or current use as dedicated wheel-to-wheel race cars may be given minor (non-performance) exemptions from some interior-component requirements or other non-performance-dictating items.
- Any ballast needed to meet minimum weight must be properly secured, at the discretion of the scrutineer on a case-by-case basis.
- A handheld fire extinguisher is mandatory and must be within the driver’s reach while belted in (with harness/seat belt fastened).

14.2 Street

Introduction

Street is intended for vehicles with minor bolt-on modifications only. The class is designed for up to 6-cylinder naturally aspirated vehicles, and up to 4-cylinder forced induction vehicles. V8-powered cars are not allowed. Rotary vehicles (turbo or NA) are also allowed, provided all other rules are followed.

Vehicles with an original factory MSRP greater than AED 330,000 / \$90,000 USD are specifically banned. The price considered is the manufacturer's original list price when the vehicle was first sold new — not what the car costs today.

Chassis and Aero

- All vehicles must retain the 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 the hood, trunk, and hard tops.
- Aftermarket aero is prohibited. Modifications to OEM bumpers to enhance airflow are permitted, but only through 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, e.g. a replica SiR spoiler). Aero available only on trim levels that would be excluded from the class (for price, etc.) is not allowed.
- Non-OEM flat-pan floors are prohibited.
- Hood ventilation and ducting for 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 with aftermarket hard tops (e.g. S2000) sold with Lexan/polycarbonate as the only option.

Engine and Drivetrain

- Dog boxes / sequential gearboxes are prohibited unless OEM.
- Gasoline and ethanol-based fuels are permitted. No other alternative fuels are allowed.
- Mixed-manufacturer engine swaps are not permitted (e.g. a K-swapped Miata).
- Engine swaps with the same cylinder count, from the same manufacturer, are allowed.
- Forced-induction swaps into chassis that were originally naturally aspirated are prohibited.
- Swaps that increase cylinder count are prohibited (e.g. a V6 Accord motor into a Civic chassis). Rotary engines may not increase in rotor count, and rotary swaps are not allowed in this class.
- Hybrid drivetrains are not permitted unless OEM-equipped.
- Aftermarket conversion of naturally aspirated cars to forced induction is prohibited.

- Turbocharger upgrades on factory-turbocharged cars must be stock-frame and remain in the stock location. Turbos are limited to a maximum flow of 41 lb/min; proof of flow rate must come from the manufacturer, and sourcing that proof is the driver's responsibility.
- Drivetrain changes are prohibited (e.g. 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 rearward.

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.
- Maximum tire width: FWD 285, RWD 285, AWD 255.
- Tires may only be downsized 10 mm from the OEM-equipped size.
- Suspension is limited to single-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; over-fenders may be added if the wheel openings do not change their rough dimensions when viewed from the horizontal perspective when fenders are rolled.

Interior, Safety and Miscellaneous

- Vehicles must have headlights, tail lights, and mirrors, all in working condition.
- Roll cages/half cages are permitted, provided they do not extend beyond the firewall.
- Vehicles must retain OEM interior components (dash, carpets, headliner, climate systems and controls etc.), all in factory positions. The interior may be trimmed or modified to accommodate safety components only. Aftermarket racing seats for driver and passenger are allowed; all seats must be track-worthy and capable of safely securing an occupant.
- Lexan glass is not permitted.
- A handheld fire extinguisher is mandatory and must be within the driver's reach while belted in (with harness/seat belt fastened).

14.3 Street GT

Introduction

Street GT is intended for modern, high-horsepower vehicles with otherwise minor bolt-on modifications only. This is an enthusiast class for advanced track-day drivers and vehicles that are daily-driven street cars, or daily-driveable. Legal vehicles for this class include up to 6-cylinder forced induction vehicles, and up to 8 cylinder naturally aspirated vehicles. All vehicles must have a factory rating under 600 horsepower.

Vehicles must have an original factory MSRP of less than AED 477,500/ \$130,000 USD (Mustangs, Camaros, Corvettes, GT-Rs, various Porsches, M3s, etc.). The price considered is the manufacturer's original list price when the vehicle was first sold new — not what the car costs today.

Chassis and Aero

- All vehicles must retain the 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 the hood, trunk, and hard tops.
- Aftermarket aero is prohibited. Modifications to OEM bumpers to enhance airflow are permitted, but only through partial removal of material — not addition.
- Hood ventilation and ducting for heat removal is permitted.
- Stock or factory-optional aero is allowed if available. Aero available only on trim levels that would be excluded from the class (for price, etc.) is not allowed.
- Non-OEM flat-pan floors are prohibited.
- Cars must retain OEM glass. Replacing factory glass with Lexan/polycarbonate is prohibited, except with aftermarket hard tops (e.g. S2000) sold with Lexan/polycarbonate as the only option.

Engine and Drivetrain

- Dog boxes / sequential gearboxes are prohibited unless OEM.
- Gasoline and ethanol-based fuel is permitted. No other alternative fuels are allowed.
- 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.
- Aftermarket conversion of naturally aspirated cars to forced induction is prohibited.
- Drivetrain changes are prohibited (e.g. 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 rearward.

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.
- Maximum tire width: FWD 315, RWD 315, AWD 315.
- 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; over-fenders may be added if the wheel openings do not change their rough dimensions when viewed from the horizontal perspective when fenders are rolled.

Interior, Safety and Miscellaneous

- Vehicles must have headlights, tail lights, and mirrors, all in working condition.
- Roll cages are not permitted to extend beyond the firewall.
- Vehicles must retain OEM interior components (dash, carpets, climate systems and controls, headliner, etc.), all in factory positions. The interior may be trimmed or modified to accommodate safety components. Aftermarket racing seats for driver and passenger are allowed; all seats must be track-worthy and capable of safely securing an occupant.
- Lexan glass is not permitted.
- A handheld fire extinguisher is mandatory and must be within the driver's reach while belted in (with harness/seat belt fastened).

14.4 Street Modified

Introduction

Street Modified exists for street-driven vehicles with extensive off-the-shelf bolt-on modifications. This class is for advanced track-day drivers or those who have previously participated in recreational competitive racing. In comparison to Street GT, tire limitations are still enforced, however drivers are not benefits from aerodynamic components.

Chassis and Aero

- All vehicles must retain the stock chassis.
- Doors and quarter panels must remain OEM materials. Alternate materials are allowed for the hood, trunk, roof, and fenders.
- Vehicles may 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 body lines as viewed from above.
- Up to 4 canards are permitted at the front of the vehicle, in addition to the significant aero. Canards may not protrude more than 4" beyond the OE bodywork.
- Multi-element rear wings are prohibited.
- Flat-bottom floors are prohibited. Full undertrays ("flat bottoms") are prohibited unless OEM. Splitters and undertrays may extend to the mid-point of the front wheels; diffusers may extend to the mid-point of the rear wheels.
- Cars must retain OEM glass. Replacing factory glass with Lexan/polycarbonate is prohibited, except for aftermarket hard tops sold with polycarbonate rear windows, or to replace accessory/non-door windows of less than 2 square feet. Examples include, but are not limited to, S2000 hard tops and some Mustang rear glass.
- The lowest part of the rear wing airfoil may not be higher than the highest point of the vehicle structure (radio antennas are not considered part of the vehicle structure). The width of the rear wing must be within the OEM body lines. A height exception of 4" is allowed for hatchbacks and wagons where no trunk deck lid is available for aero placement (Integras, Corvettes, RSXs, etc. are not considered hatchbacks).
- Aftermarket over-fenders and fender modification are permitted for tire clearance.

Engine and Drivetrain

- Non-OEM internal gear replacement is allowed. Aftermarket sequential gearboxes that replace the entire transmission (case included) are prohibited. Transmission gear shift levers must remain in roughly the OEM location.
- Unleaded and E85 fuels are permitted.
- Mixed-manufacturer engine swaps are permitted, but only within plus or minus four cylinders of the OEM amount. OEM rotary-powered cars may go up to 8 cylinders if engine-swapped.
- Naturally aspirated V8 engine swaps combined with aftermarket forced induction are not permitted.

- Engine swaps must retain the OEM engine location (FF, FR).
- Drivetrain changes are prohibited (e.g. FWD to AWD or AWD to RWD).
- Nitrous is not allowed.
- Hybrid drivetrains are not permitted.
- Exhaust systems must exit under or behind the car — behind the driver or further rearward.

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.
- Maximum tire width: FWD 295, RWD 295, AWD 265.
- Tires may only be downsized a maximum of 10 mm from the OEM-equipped size.
- Suspension is limited to three adjustments.
- Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM.
- Fenders and quarter panels must completely cover the entire tire tread when viewed from above. Cutting the bottom of the fender behind the wheel and pushing it inward to relieve pressure (i.e. “Track Life”-style fender cutouts rearward of the front tires) is allowed.
- Fenders, fender flares, wide-body additions, and their materials are unrestricted as long as the above conditions are met and they do not provide a substantial increase in downforce (judged by technical staff).

Interior, Safety and Miscellaneous

- Full roll cages/half cages are permitted, provided they do not 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 rearward of the B-pillar may be removed. 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 the full dash, climate systems and controls, kick panels, door sills, and door cards (see the general rules regarding safety allowances 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.
- A handheld fire extinguisher is mandatory and must be within the driver’s reach while belted in (with harness/seat belt fastened).

14.5 Track Limited

Introduction

The Track Limited class is intended to be faster than Street Modified by removing tire-size limitations and have less aero restrictions. It aims to catch a wide variety of vehicles, from modern supercars to enthusiast track and time-attack cars with a larger variety of modifications or aerodynamic choices.

Chassis and Aero

- All vehicles must retain the stock chassis (suspension pickup points and the majority of the unibody/tub). Minor modifications to the radiator support, etc., for cooling or engine swaps are allowed.
- Quarter panels and doors must remain OEM materials. Alternate materials are allowed for the hood, trunk, roof, and fenders.
- Vehicles may run two significant aero modifications at the rear and one at the front (e.g. rear spoiler + diffuser + splitter).
- All aero must remain within 7" of the OEM lines as viewed from above.
- Up to 4 canards are permitted at the front of the vehicle, in addition to the significant aero. Canards may not protrude more than 5" beyond the OE bodywork.
- A single rear wing with a maximum of one airfoil element is allowed.
- Flat-bottom floors are allowed, factory or otherwise. The width of the rear wing must be within four inches of the OEM body lines on either side. Aftermarket over-fenders and fender modification are permitted for tire clearance.
- An OEM glass windshield must be installed; a polycarbonate windshield of ¼" or thicker may be installed as an alternative.

Engine and Drivetrain

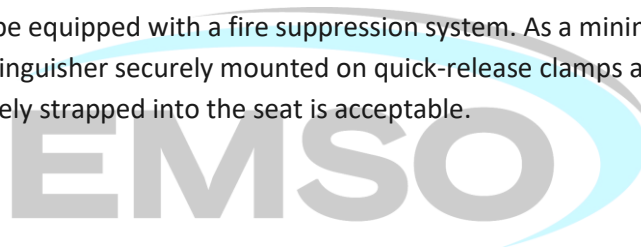
- Sequential gearboxes and DSG/PDK/modern 7+ speed transmissions are approved.
- Unleaded and E85 fuels are permitted.
- Mixed-manufacturer engine swaps are permitted.
- Drivetrain changes from FWD to AWD and RWD to AWD are allowed.
- Nitrous is not allowed.
- Hybrid drivetrains are not permitted, even if OEM-equipped.

Suspension and Tires

- Vehicles must use a DOT-approved tire with a minimum UTQG rating of 100 or higher, available in at least 2 sizes. Tires in this class must be available as a current product offering from a tire supplier to all competitors.
- Tire width is unlimited.
- Suspension is limited to three adjustments.
- Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM. In some cases, conversion to a coilover spring/shock/strut may require reinforcement (e.g. modern Corvette). If another means of strengthening the mounts is used that is outside the scope of the factory mounting locations, it may be approved on a case-by-case basis if the geometry is unchanged from factory.

Interior, Safety and Miscellaneous

- Full roll cages/half cages are permitted, provided they do not extend beyond the firewall.
- Cars must retain the primary dash assembly. The dash may be trimmed to facilitate safety equipment.
- Climate control, headliner, and carpet may be removed.
- All vehicles must be equipped with a fire suppression system. As a minimum requirement, a hand-held fire extinguisher securely mounted on quick-release clamps and accessible to the driver while securely strapped into the seat is acceptable.



14.6 Track Modified

Introduction

The Track Modified class is intended to be faster than Street Modified and Track Limited, and to catch a wide variety of vehicles — from modern supercars to enthusiast track and time-attack cars with a larger variety of modifications or aerodynamic choices.

Chassis and Aero

- All vehicles must retain the stock chassis (suspension pickup points and the majority of the unibody/tub). Modifications to the radiator support, etc., for cooling or engine swaps are allowed.
- Quarter panels must remain OEM materials. Alternate materials are allowed for the hood, trunk, doors, roof, and fenders.
- Vehicles may run two significant aero modifications at the rear and one at the front (e.g. rear spoiler + diffuser + splitter).
- All aero must remain within 7" of the OEM lines as viewed from above.
- Up to 4 canards are permitted at the front of the vehicle, in addition to the significant aero. Canards may not protrude more than 5" beyond the OE bodywork.
- A single rear wing with a maximum of two airfoil elements is allowed. The elements must be linked by single-piece end plates.
- Flat-bottom floors are allowed, factory or otherwise. The width of the rear wing must be within four inches of the OEM body lines on either side. Aftermarket over-fenders and fender modification are permitted for tire clearance.
- An OEM glass windshield must be installed; a polycarbonate windshield of ¼" or thicker may be installed as an alternative.

Engine and Drivetrain

- Sequential gearboxes and DSG/PDK/modern 7+ speed transmissions are approved.
- Unleaded and E85 fuels 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, even if OEM-equipped.

Suspension and Tires

- Vehicles must use a DOT-approved tire with a minimum UTQG rating of 40 or higher, available in at least 2 sizes. Tires in this class must be available as a current product offering from a tire supplier to all competitors.
- Tire width is unlimited.
- Suspension is limited to four adjustments unless OEM-equipped.

- Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM. In some cases, conversion to a coilover spring/shock/strut may require reinforcement (e.g. modern Corvette). If another means of strengthening the mounts is used that is outside the scope of the factory mounting locations, it may be approved on a case-by-case basis if the geometry is unchanged from factory.

Interior, Safety, and Miscellaneous

- A 6-point roll cage is strongly recommended. It becomes mandatory if the OEM doors are replaced; in that case it must comply with FIA Appendix J, Article 253, Section 8, or be Motorsport UK certified.
- Head-and-neck restraints are highly recommended. They become mandatory for Track Modified drivers with a roll bar, who must also have a minimum 4-point safety harness installed and use a head-and-neck restraint.
- Race wear requirements follow the general rules applicable to all classes (see Section 13).
- Cars must retain the primary dash assembly. The dash may be trimmed to facilitate safety equipment.
- Climate control, headliner, and carpet may be removed.
- All vehicles must be equipped with a fire suppression system. As a minimum requirement, a hand-held fire extinguisher securely mounted on quick-release clamps and accessible to the driver while securely strapped into the seat is acceptable.



14.7 Unlimited

Introduction

The Unlimited class is for cars that are significantly modified beyond stock form. This group is for advanced and expert drivers only.

Rules

- Cars must be closed-wheeled.
- Nitrous oxide is permitted with a proper blow-down tube and mounting.
- OEM and aftermarket hybrid drives are permitted.
- Any fuel is permitted; if methanol is used, Grid Masters Management must be informed in advance.
- Vehicles must adhere to all safety rules.
- All vehicles must be equipped with a minimum 6-point roll cage that complies with FIA Appendix J, Article 253, Section 8, or is Motorsport UK certified.
- A helmet approved to FIA, SFI, or Snell standards is mandatory.
- A minimum 5-point safety harness must be used in combination with a Frontal Head Restraint (FHR) system approved by FIA or SFI.
- A balaclava, overalls, underwear, gloves, and shoes approved to FIA or SFI standards are mandatory.
- All vehicles must be equipped with a fire suppression system. As a minimum requirement, a hand-held fire extinguisher securely mounted on quick-release clamps and accessible to the driver while securely strapped into the seat is acceptable.