



2025/2026 GRID MASTERS RULES & REGULATIONS:

INTRODUCTION

Welcome to **Grid Masters**, the ultimate test of precision, speed, and skill in 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 road-going sports cars to the limit in pursuit of the perfect lap. With each class offering a unique challenge, **Grid Masters** is the perfect battleground for drivers who thrive on precision and adrenaline.

The championship features eight distinct classes, each catering to different levels of modification and performance.

EVENT NAME: Grid Masters

TYPE: Track Battle

TRACKS: Dubai Autodrome and YAS Marina Circuit

FORMAT: Time sessions are based on a 3-hour open pit lane with a limit of 20 laps per vehicle.

The following event is sanctioned as a "EMSO CLUB EVENT" and run in accordance to the [EMSO National Sporting Code](#).

REGISTRATION: Will be done online on our website: www.gridmasters.ae

COMMUNICATION: For any further information or inquiries and to stay tuned you can reach us on the following platforms or contact details below:

- **Instagram page:** [gridmasters_ae](#)
- **Website:** www.gridmasters.ae
- **WhatsApp group:** <https://chat.whatsapp.com/GhN3zesZ3tAA6gRL95KLNm>
- **Email:** info@gridmasters.ae
- **Direct contact numbers:**
 - Adnan Khalil +971507883718
 - Arnie Almas +971555951778

COMPETITION LICENCE REQUIREMENTS

In order to be eligible to compete in this series, participants need to apply for a EMSO NOVICE COMPETITION LICENSE which you can apply on the following link: [HERE](#)

For overseas participants coming from outside of UAE, they must have a valid competition license from their ASN and permission letter from the ASN in which the license was issued from.



ENTRY FEES

- Entry fees will be minimum of **1700AED** for each of the rounds.
- All payments are non-refundable and non-transferable. Once payment is made, no refunds will be issued under any circumstances, including inability to attend.

CHAMPIONSHIP POINTS SYSTEM

1ST PLACE – 25 POINTS

2ND PLACE – 21 POINTS

3RD PLACE – 18 POINTS

4TH PLACE - 16 POINTS

For just participating 2 points will be given to each of them.

- To be eligible for the championship you must part take minimum 4/6 rounds.
- For championship the participate must be with the same vehicle and class to retain the points for the championship.
- Any participate that switch mid-session all previous point will be forfeit and won't be transferable to different class also it won't be transferable if it in the same class. Your points will be reset from 0.
- Overall, for the championship winners we be announced **1st, 2nd & 3rd** overall for each of the classes, and will carry out separate award ceremony after the end of the session.

In case of a Tie in points. The below tie breaking rules will apply:

- Number of average positions
- Number of set records
- The overall gap differences between the tie breakers.

AWARDS

- At the end of each round, all winners will be announced for each class. Trophies will be given to **1st, 2nd & 3rd** positions in each of the classes mentioned below. All classes must a have a minimum of 3 entries per class to receive an award.
- TOURING CAR
- STREET
- STREET MODIFIED
- TRACK LIMITED
- TRACK MODIFIED
- UNLIMITED
- SUPER UNLIMITED
- TIME ATTACK EV



CLASSING - SPIRIT OF COMPETITION - SPORTSMANSHIP

- All race entries are subject to **GRID MASTER** approval, and as such, the organizers reserve the right to disallow any vehicle or competitor to compete that is considered unsafe, unsportsmanlike, or is not in keeping with the spirit of the rules. Event technical staff lead/director reserves the right to deem a car legal or illegal and will make the best effort to preserve close competition.
- 1 ticket means entry into only 1 class. Multiple tickets can be purchased to place a single car into multiple competition classes. No special considerations or allowances will be given if competing in multiple classes with the same car, in regard to run groups, time, or podium sprints.
- Cars may only register as one competitor, i.e. A single entry. You cannot register the same car with multiple. A driver may bring multiple cars to an event to run, however only 1 car will be part of the competition, unless 2 entries are purchased. The other will run as an exhibition. No additional track time will be given, unless 2 entries are purchased.
- At the organizer's discretion, a car/driver may be re-classed, in instances where a vehicle's performance exceeds the spirit of competition for the particular class.
- If a class has less than 3 competitors, those cars may be re-classed to the nearest performance class, at the discretion of **Grid master's staff**.
- Vehicles that are registered by the driver/team in the incorrect class, and then re-classed, are required to "start over" in their times for the weekend. Times posted in the incorrect/illegal class are not considered legal times. Class switching by competitors or by stewards must be completed with no less than three timed sessions remaining on the schedule, and if there aren't three timed sessions remaining, a disqualification from competition will result. In the event the reclassified car would be in contention for the podium, the change must be announced to the rest of the class before the next remaining timed session.
- Cars deemed non-compliant by scrutineering, during event, with sessions still to be run, may correct problems with compliance, and re-run. Previous times to moment of being deemed non-compliant will be **DISQUALIFIED** at the discretion of **GRID MASTER Race Director**



DRIVERS BRIEFING

- Driver's briefing is mandatory in each of the rounds that all participants part take in. If a driver misses the briefing that individual will not be eligible to take part nor fees will be refunded. All timing for the briefing will be shared on the WhatsApp group. **And if missing the briefing there will be a fine of 250AED**

INCIDENT REPORTING

Should a driver request on an incident (pertaining to an on-track session) be reviewed by **GRID MASTERS MANAGEMENT**, this request must be submitted no later than 45 minutes after the session has expired. Requests past this window may not be honoured. An incident review request must come accompanied with sufficient evidence, i.e. video, and must provide time of day or lap number. That request and evidence should be delivered to Impound (location to be designated per venue during drivers meeting).

PROTEST & APPEALS

- Protest will be accepted as per the sporting code section 10. No appeals can be accepted as the final ruling will be made by the GRID MASTERS Management.
- Protests are heard when time permits for staff, and protests in good faith of competition will be investigated to the best of the staff ability. Protests may be filed for driver behaviour or for suspected vehicle non-compliance. Protests must be filed in a timely manner, to ensure adequate time to resolve prior to event conclusion. Depending on circumstances, last-minute protests (i.e. prior to the last timed session) may or may not be heard by **GRID MASTER** Management. All modifications performed must specifically be allowed within the class and overall rules or it is not allowed. If any questionable discrepancies are found, they must be clarified and allowed in writing by **GRID MASTER Officials** info@gridmasters.ae.

PENALTIES

- If any participant exceeds the track limits their fastest time will be removed.
- If any participant asks another driver to drive their vehicle they will automatically be disqualified from the race. As a driver is registered to a vehicle.
- If any participant exceeds the 20-lap restriction, the number of laps they exceed, will be deleted starting from their fastest lap downward.
- Once a participant completes their hot lap and is on a cooldown lap, they must slightly reduce their pace and exit the track at the earliest safe opportunity to avoid interfering with other competitors on hot laps. Failure to do so may result in the removal of their fastest lap time.



- Any participant who provides false or misleading information regarding their modifications will be automatically disqualified upon discovery.

GENERAL RULES APPLYING TO ALL PRODUCTION BASED CLASSES (excludes the Unlimited and Super Unlimited classes)

CHASSIS, EXTERIOR, and AERO

- Vehicles must be mass production street legal road going vehicles, with valid registration with the UAE national Authorities.
- Factory prepared race cars based on road-going vehicles, that utilize the same chassis/Tub, are allowed in Unlimited (Porsche GT3 Cup, Porsche Club sport, Huracán Super Trofeo, etc.)
- Open wheel, or tube frame club race cars that may be made street legal are not allowed. (Radical SR3, Factory 5 818, Ultima GTR, Superlight SL-C, ETC are only allowed in the SUPER UNLIMITED Class). If open wheel/formula cars are wishing to drive in Super Unlimited, please contact info@gridmaster.ae, as 3 cars or more may be required to create an open wheel run group at GRID MASTERS Events.
- Vehicles modified to partial or full tube chassis are not permitted unless part of the OEM structure and are specifically accepted by GRID MASTERS management as a legal vehicle prior to the event.
- In Unlimited, some portion of the OEM floor pan or unibody must remain intact. (25% or more, judged by GRID MASTERS management)
- All vehicles must have a silhouette that is faithful to the original with the general body shape and outline remaining true to the original stock body.
- Brake lights must be operational in all classes.

ENGINE - DRIVETRAIN - FUEL

- Only one internal combustion engine is permitted per vehicle, unless approved for super unlimited, or unlimited.
- Auxiliary Water/Methanol injection is allowed in Street Modified, Track Modified, Unlimited & Super Unlimited Classes, unless OEM equipped.
- The mixture may not be more than 50% Methanol in classes where exotic fuels are not allowed.
- Ethanol fuel is considered legal for 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, and any mass-produced tires available through major distribution channels. Super Unlimited has no tire restrictions besides tires being proven and capable of the use.

INTERIOR - ROLL CAGE - SAFETY - MISC.

- A roll cage is strongly recommended for all street legal class.
- Non-structural interior components (plastics, etc.) may be removed in the general vicinity of a roll cage / roll bar. For example, door cards in conjunction with door bars, rear seats and rear interior in conjunction with rear rollbar/ roll cage, headliner with upper portion halo/A-pillar/B-pillar roll cage, etc. All rollbar/ roll cage requirements are to follow the outlined requirements mentioned below. In all Street-based classes (ST, SGT, SM), dash and carpet are not allowed to be removed, though they may be modified to allow for installation of roll cages.
- All cars must run all decals required by the **GRID MASTERS** management. This will include door cards on each side of the car, as well as a windshield banner on either the top or bottom of the windshield and any other locations as specified.
- Handheld fire extinguisher is MANDTORY IN ALL CLASSES within drivers reach with harness/seat belt on.
- All fire suppression systems must be securely mounted (with nuts, bolts, and appropriately-sized washers or backing plates) and installed to homologation documentation and manufacturer's instructions. Systems must be installed within the vehicle's caged crash structure. It is strongly recommended to use mounts that have "anti-torpedo" tabs incorporated into the design.
- For fire suppression systems, an activation mechanism must be within reach of the driver when belted in the car. It is strongly recommended that a secondary activation mechanism be installed and accessible to emergency responders from outside of the vehicle.
- All systems shall 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 to, the activation mechanism as possible.
- Mechanical firing safety pin(s) must be removed from, and electrical control boxes must be powered on all on-board fire suppression systems prior to going on track.
- All fire suppression systems and complementary hand-held fire extinguishers are required to be serviced every two (2) years as per the FIA and SFI, or per the



manufacturer's requirements, whichever comes first. Services must be performed by the manufacturer or one of the manufacturer's authorized servicing center(s). Bottles must carry an active service or maintenance label displaying last service date and next service due date.

- All stored pressure fire suppression systems and complementary hand-held fire extinguishers must display a capacity and/or pressure gauge and indicate fully charged as per the manufacturer's requirements. Remote charge systems and systems without a pressure gauge may be checked for compliance by weighing bottle(s) with remote link hose and CO2 cartridge housing.
- All vehicles are required to have front and rear tow hooks. If readily accessible without excessive time loss, OEM "tow" hooks/slots/areas may be utilized but driver must demonstrate to tech staff how to access and locate said points. Cars will not be allowed to participate without being able to show where/how safety teams can tow the vehicle.
- All drivers must sign all waivers and forms required to receive driving credentials.
- All vehicles must be tech inspected by on site inspectors (approved shops prior to event can be allowed) before they are allowed on track.
- Tech and compliance inspections may also be done by GRID MASTERS management at any time during the event, to ensure safety and compliance to rules of driver, car and other competitors.
- **Motorsport rated helmets & fireproof gloves are mandatory for the following classes: TOURING CAR, STREET, STREET MODIFIED, TRACK LIMITED.**
- Motorsport rated helmet and fireproof gloves are mandatory for all classes. For Track Modified and Unlimited classes, additional specific safety equipment is required and mentioned below in the class specific regulations.

COMPETITION CLASSES

Each competitor will run in a primary competition group based on modifications and drive train (FWD RWD AWD) in the following classes: **TC, STREET, STREET MODIFIED, TRACK LIMITED, TRACK MOD, UNLIMITED.** Class details and rules are listed below:



TOURING CAR

Introduction

TOURING CAR is intended for vehicles with common minor modifications & basic engine swaps to popular track day vehicles. This class is designed for naturally aspirated vehicles using OEM equipped or swapped OEM engines 2.5 liters and under. OEM forced induction vehicles 2.0L and under are also allowed when using completely stock forced induction systems, in vehicles the engine was originally equipped. All vehicles must use engine internals as factory equipped. Limited production track focused tube chassis cars deemed street legal such as Atom (or similar) are not legal for this class.

Chassis and Aero

- All vehicles must retain stock chassis with no Fabricated Modifications (such as large unibody modifications) Minor modifications to facilitate engine swaps are allowed.
- Doors, and quarter panels and roof must remain OEM Material.
- Bolt on alternate materials may be used for Hood, Trunk and Hard Tops but shape must remain generally true to OEM.
- Rear undertray diffusers are not permitted, factory or otherwise. Rear bumpers may be cut for drag reduction or for style purposes
- Front and rear bumper covers are unrestricted in “style”, and aftermarket bumpers/bumper covers are allowed in most cases. Bumpers are unrestricted in design as long as they do not provide a substantial increase in downforce due to design, or extend or enlarge the horizontal portion of a splitter blade due to design beyond what is allowed.
- Flat underbody floors/pans are prohibited. Changes to the floor between the front & rear wheel centreline are prohibited.
- Hood ventilation and ducting for the purpose of heat removal is Permitted.
- “Track Life” style fender cutouts rearward of the front tires are Allowed.
- Glass windshields are required, but replacing other glass panels with Lexan/polycarbonate is allowed for weight reduction purposes.
- Splitters are allowed, and Splitter blade may extend up to 3" past the vertical backing surface where the horizontal exposed splitter blade meets said vertical surface (air dam, lip, etc). Splitter cannot extend further rearward then the front hubs centreline and no wider than the tires when pointing forward.
- Single element rear wings are permitted. Entire assembly (including endplates, and wing mounts) may not extend more than 5” past the rear bumper’s furthest-rearward point. Active aero is not allowed. Aftermarket wings may only have a single element.
- Any side skirt that doesn't have a vertical or horizontal deviation wider than the widest point of the vehicle bodywork/door (mirrors excluded) is allowed. Side skirt must not touch pavement or have any material that touches pavement at speed.



Engine and Drivetrain

- Dogboxes / sequential gearboxes prohibited, dual clutch automatic style transmissions are allowed only when factory equipped in the car used in competition (no swaps).
- E85 is permitted, as are pump-sourced gasoline options. No other alternative fuels are allowed.
- Same manufacturer and mixed manufacturer engine swaps are permitted e.g., B18 or K swapped Civic, K swapped Miata, etc, as long as other rules are followed. Engines must be sold as mass production engines fitted in a major manufacturer vehicle originally, available everywhere.
- OEM forced induction vehicles (single turbo, or single supercharger only) 2.0L & below are allowed when;
 - Using 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.).
 - Factory downpipe including catalytic converter
 - Factory airbox
 - Turbocharged cars are limited to a maximum boost pressure of 23psi. Drivers may be expected to be able to prove compliance (ie. video, data logs, etc.).
 - Intercoolers and charge piping may be modified.
- Exhaust is allowed to be modified. Exhaust systems must exit under or behind the car, behind the driver or further rearwards.

EMISO



Vehicles in this class have a minimum weight to meet

Minimum Weight Table	
Engine	Minimum weight with driver
1.3L FI	1050kg
1.5L or less	1050kg
1.6L – 1.8L	1150kg
1.85x-2.0L	1200 kg
2.1x-2.4L	1300 kg
1.6-1.75L FI	1300 kg
1.8-2.0L FI	1500 kg
Inline 6 cylinder naturally aspirated BMW engines sourced from NON “M” model cars (no s54, s52, s50, etc from example). These engines, in OEM internal form.	1200 kg
Nissan vq35 FWD or RWD, in chassis of origin (no swaps). Naturally aspirated and in OEM internal form.	1450 kg
Nissan vq37 RWD, in chassis of origin (no swaps). Naturally aspirated and in OEM internal form.	1500 kg
Naturally aspirated two rotor engines on factory port	1050 kg

Other “spec engines” outside the parameters of the base class displacement but meeting the parity desires for competition may be petitioned for allowance. Minimum weights may be adjusted in the course of the season. Email for consideration at any time throughout the season. Hybrid drivetrains (electric X combustion engine), or EVs, are outside the scope of this class.



- Drivetrain changes are prohibited, i.e., FWD to RWD or RWD to FWD.
- Nitrous is not allowed.

Suspension, Wheels, and Tires

- Vehicles must use 200TW or higher tires for all Club TC competition.
- Tire width is limited to 255 on all drivetrains.
- Suspension is limited to double adjustable dampening unless OEM Equipped. Active suspension components are not permitted unless OEM.
- Suspension pickup points must remain OEM, camber/caster/etc adjustments are allowed via aftermarket components.
- The top of the tire may not protrude past the widest point of the wheel arch when viewed from above. Body lines may not be altered, however, to facilitate use of maximum allowed tires, over fenders may be added if wheel openings do not change rough dimensions when viewed from the horizontal perspective.
- Interior, Safety, and Misc.
- This is a minimum weight class, in most cases. Weight reduction to get close to the allowed minimum weights (in cars subject to this a minimum weight) are allowed.
- Weight reduction that results in structural strength reduction measures or anything affecting safety of driver 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. Modifications to lights for air intake use are allowed, but light must be "paddock functional" for use in dark crowded paddocks at very least.
- Vehicles must retain OEM dash in original location no matter minimum weight, swap, FI, or non-swapped. The rest of interior and non-essential parts for safety may be removed.
- Roll cages are allowed and encouraged. Vehicles "crossing over" from former or current use as dedicated wheel to wheel cars may be given minor (non-performance) exemptions to some requirements of interior components, or other non-performance dictating items.
- Any ballast needed to meet minimum weight must be properly secured at the discretion of scrutineer from case to case.



STREET

Introduction

Street is intended for vehicles with minor bolt-on modifications only. This is our enthusiast class and is intended for advanced track day drivers and vehicles that are daily driven street cars, or at least daily-driveable. This class is designed for naturally aspirated & forced induction 3, 4, 5, 6-cylinder vehicles, as well as naturally aspirated 8-cylinder vehicles or forced induction 8-cylinder vehicles with displacement less than 5.0L. Rotary (turbo or NA) vehicles are also allowed, if all other rules are followed. Street cars must be registered by a UAE Governing body.

Chassis and Aero

- All vehicles must retain stock chassis with no fabricated modifications of any kind.
- Doors, fenders, quarter panels and roof must remain OEM material.
- Bolt on alternate materials may be used for hood only.
- Aftermarket aero is prohibited. Modifications to OEM bumpers to enhance airflow are permitted, but only partial removal of material, not addition.
- Stock or factory optional aero is allowed if available.
- Non-OEM Flat pan floors are prohibited.
- Cars must retain OEM glass. Replacing factory glass with Lexan/polycarbonate is prohibited, except in instances of aftermarket hard tops (eg. S2000, etc.) if sold with Lexan/polycarbonate as the only option.

Engine and Drivetrain

- Dogboxes / sequential gearboxes prohibited.
- Only unleaded gasoline or diesel. No Ethanol blends beyond what is required by law, E-85, leaded, methanol or exotic fuels allowed as the primary fuel. Water injection is allowed.
- Cars must be equipped with working OEM catalytic converters if originally equipped.
- Installation of cat-back exhaust system is permitted.
- Factory airbox must be present.
- Engine swaps are not permitted.
- Forced induction swaps into chassis that are originally naturally aspirated are prohibited. Any questions on engine swaps should be directed to Grid Masters staff.
- Hybrid Drivetrains are not permitted.
- Turbocharger upgrades to factory turbocharged cars are not permitted.



- Nitrous is not allowed.
- Exhaust systems must exist under or behind the car, behind the driver or further rearwards.

Suspension and Tires

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 241 or higher.
- Tire Width: FWD: 285, RWD: 285, AWD: 255
- Tires may only be downsized a maximum of 10mm from OEM equipped size.
- Suspension modifications are limited to lowering springs on OEM dampers.
- 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 wheel openings do not change rough dimensions when viewed from the horizontal perspective when fenders are rolled.

Interior and Misc.

- Vehicles must be street driven vehicles with valid insurance and registration.
- Vehicles must have headlights, tail lights and mirrors, all in working condition.
- Roll cages/Half cages permitted without extending beyond the fire wall.
- Vehicles must retain OEM interior components e.g., dash, carpets, headliner, and all must be in factory positions. (interior may be trimmed or modified to accommodate safety components only). Accommodations for aftermarket racing seats for driver and passenger are allowed. All seats must be track worthy, and capable of safely securing an occupant.
- Vehicles must have a working climate control system on the dash. AC components may be removed. Example: removal of condenser and compressors.
- Lexan Glass is not permitted.



STREET MODIFIED

Introduction

Street Modified exists for street driven vehicles that have extensive off-the-shelf bolt-on modifications. This class is for advanced track day drivers or those that have previously participated in recreational competitive racing. Street Modified cars must be registered/plated.

Chassis and Aero

- All vehicles must retain stock chassis.
- Doors and quarter panels must remain OEM materials. Alternate materials for Hood, Trunk, Roof, & Fenders are allowed.
- Vehicles are permitted to run two significant aero modifications at the rear and one at the front, e.g., rear spoiler + diffuser + splitter.
- All aero must remain within 5" of the OEM body lines as viewed from above.
- Up to 4 canards at the front of the vehicle are permitted in addition to significant aero. Canards may not protrude more than 4" beyond the OE bodywork.
- Multi-Element rear wings are prohibited.
- Flat bottom floors are prohibited. Full undertrays ("flat bottom") are prohibited unless OEM. Splitters and undertray may go to the mid-point of the front wheels. Diffusers may go to the mid-point of the rear wheels.
- Cars must retain OEM glass. Replacing factory glass with Lexan /polycarbonate is prohibited, except in instances of aftermarket hard tops sold with polycarbonate rear windows, or to replace accessory/non-door windows less than 2 square feet. Examples include, but are not limited to S2000 hardtops, some mustang rear glass, etc.
- 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. Width of the rear wing must be within the OEM body lines. Height exceptions of 4" are allowed for hatchbacks and wagons in instances where no trunk deck lid is available for aero placement. (Integra's, Corvettes, RSXs, etc are not considered to be hatchbacks).
- Aftermarket over fenders and fender modification is permitted for tire clearance.

Engine and Drivetrain

- OEM based transmission cases only, non-OEM internal gear replacement is allowed. Aftermarket sequential gearboxes that replace entire transmission (case included) are prohibited. Transmission gear shift levers must remain in roughly OEM location.
- Unleaded and E85 are permitted.



- Mixed manufacturer engine swaps are permitted, but only plus or minus four cylinders from the OEM amount. OEM rotary powered cars can go up to 8 cylinders if engine swapped.
- Naturally aspirated V8 Engine Swaps in combination with aftermarket forced induction is not permitted.
- Engine swaps must retain OEM location (FF, FR).
- 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 rearwards.

Suspension and Tires

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 200 or higher. Tires from other markets EU, JP are permitted as long as they match the UTQG Rating.
- Tire Width FWD: 295, RWD: 295, AWD: 265
- Tires may only be downsized a maximum of 10mm from 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 entire tire tread when viewed from above. Cutting bottom of fender behind the wheel and pushing inward to relieve pressure, ie. "Track Life" style fender cutouts rearward of the front tires are allowed.
- Fender, fender flares, wide body additions and materials are unrestricted as long as the above conditions are met and do not provide a substantial increase in downforce (judged by technical staff).

Interior and Misc

- Full roll cages/Half cages permitted without extending beyond the fire wall.
- 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 B-pillar may be removed. Accommodations for aftermarket racing seats for driver and



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

- Cars must retain full dash, climate systems and controls, kick panels, door sills and door cards. See general rules regarding safety allowance and removal of interior components. Carpet and headliner must be present from the b pillar forward. These components must be in OEM locations, and of OEM origin or exact aftermarket replacement.





TRACK LIMITED

Introduction

The Track Limited class is intended to be faster than Street Mod, by removing tire size limitations and aero restrictions. This 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 stock chassis (suspension pickup points/majority of unibody/tub. Minor modifications to radiator support etc. for cooling, or engine swaps, are allowed).
- Quarter panels and doors must remain OEM materials. Alternate materials for Hood, Trunk, Roof, & Fenders are allowed.
- Vehicles are permitted to run two significant aero modifications at the rear and one at the front, e.g., rear spoiler + diffuser + splitter.
- All aero must remain within 7" of the OEM lines as viewed from above.
- Up to 4 canards at the front of the vehicle are permitted in addition to significant aero. Canards may not protrude more than 5" beyond the OE bodywork.
- A single rear wing of up to 1 air foil elements is allowed.
- Flat bottom floors are allowed, factory or otherwise. Width of the rear wing must be within four inches of OEM body lines on either side. Aftermarket over fenders and fender modification is permitted for tire clearance.
- OEM glass windshield must be installed, polycarbonate of ¼" or thicker windshield may be installed as alternative.

Engine and Drivetrain

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



Suspension and Tires

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 100 or higher and be available in at least 2 sizes. Tires in this class must be available as a current product offering by 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 coil over spring/shock/strut may require reinforcement (ie: modern corvette). If another means of strengthening the mounts is used, but is outside the scope of factory mounting locations, it may be approved on a case-by-case basis if geometry is unchanged from factory.

Interior and Misc

- Full roll cages/Half cages are permitted without extending beyond the fire wall.
- Cars must retain primary dash assembly. Dash may be trimmed for the facilitation of safety equipment.
- Climate Control, Headliner & Carpet may be removed.
- All vehicles must have fire suppression. (fire extinguisher mounted and accessible within driver's reach acceptable, but is bare minimum, and must be safely mounted)



TRACK MODIFIED

Introduction

The Track Modified class is intended to be faster than Street Mod & Track, and 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. This class will feature two aerodynamic options in an effort to balance performance of vehicles of a wide variety and powerplant choice.

Chassis and Aero,

- All vehicles must retain stock chassis (suspension pickup points/majority of unibody/tub. Minor modifications to radiator support etc. for cooling, or engine swaps, are allowed).
- Quarter panels must remain OEM materials. Alternate materials for Hood, Trunk, Doors Roof, & Fenders are allowed.
- Vehicles are permitted to run two significant aero modifications at the rear and one at the front, e.g., rear spoiler + diffuser + splitter.
- All aero must remain within 7" of the OEM lines as viewed from above.
- Up to 4 canards at the front of the vehicle are permitted in addition to significant aero. Canards may not protrude more than 5" beyond the OE bodywork.
- A single rear wing of up to 2 air foil elements is allowed. The elements must be linked by single piece end plates.
- Flat bottom floors are allowed, factory or otherwise. Width of the rear wing must be within four inches of OEM body lines on either side. Aftermarket over fenders and fender modification is permitted for tire clearance.
- OEM glass windshield must be installed, polycarbonate of ¼" or thicker windshield may be installed as alternative.

Engine and Drivetrain

- Sequential gearboxes & DSG/PDK/Modern 7+ speed transmissions are approved.
- Unleaded and E85 are permitted.
- Mixed manufacturer engine swaps are permitted.
- Drivetrain changes from FWD to AWD and RWD to AWD are allowed.
- Nitrous is not allowed.



Suspension and Tires

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 40 or higher and be available in at least 2 sizes. Tires in this class must be available as a current product offering by 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 coil over spring/shock/strut may require reinforcement (ie: modern corvette). If another means of strengthening the mounts is used, but is outside the scope of factory mounting locations, it may be approved on a case-by-case basis if geometry is unchanged from factory.

Interior and Misc.

- A 6-point roll cage is strongly recommended. However, it becomes mandatory if the 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. However, it becomes mandatory for drivers in the Track Modified class with a roll bar, to have installed minimum 4-point safety harness and use a head and neck restraint.
- A helmet approved to FIA, SFI, or SNELL standards are highly recommended for all drivers. However, it becomes mandatory for competitors in the Track Modified class if the OEM doors have been replaced with alternate materials or vehicle has an engine swap resulting in a higher power output than the OEM.
- A balaclava, overalls, underwear, gloves, and shoes approved to FIA or SFI standards are highly recommended for all drivers. However, it becomes mandatory for competitors in the Track Modified class if the OEM doors have been replaced with alternate materials or vehicle has an engine swap resulting in a higher power output than the OEM.
- Cars must retain primary dash assembly. Dash may be trimmed for the facilitation of safety equipment.
- Climate Control, Headliner & Carpet may be removed.
- On-board fire suppression is mandatory for vehicles in the Track Modified class if the OEM doors have been replaced with alternate materials or vehicle has an engine swap resulting in a higher power output than the OEM.



UNLIMITED

Introduction

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

- Cars must be based on a chassis from a vehicle with a DOT VIN.
- Cars must be closed wheeled.
- Nitrous Oxide is permitted with proper blow down tube and mounting.
- OEM and Aftermarket Hybrid Drives are permitted.
- Any Fuel is permitted, if Methanol is used Grid Masters Staff must be notified.
- Vehicles must adhere to all safety rules.
- All vehicles must have fire suppression. (fire extinguisher mounted and accessible within driver's reach)
- All vehicles must 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.
- Mandatory to have installed minimum 5-point safety harness and use a head and neck restraint.
- A balaclava, overalls, underwear, gloves, and shoes approved to FIA or SFI standards are mandatory.



SUPER UNLIMITED

Introduction

The Super Unlimited class is for cars that do not fit into the other classifications. This provides a competitive class for nearly any 4 wheeled vehicle including open wheeled vehicles. Without 3 or more vehicles, trophies aren't awarded but records are kept, under all circumstances.

- All modifications are unrestricted.
- Any chassis may be used that has adequate driver protection including rollover, side impact, and 5+ point harnesses accepted by Grid Masters staff.
- All vehicles must have fire suppression. A safety meeting with event and/or rescue officials may be requested to be given on vehicle, and safest methods of driver recovery/de-powering/towing vehicle, to avoid harm to workers/driver.
- A helmet approved to FIA, SFI, or SNELL standards is mandatory.
- Mandatory to have installed minimum 5pt safety harness and use a head and neck restraint.
- A balaclava, overalls, underwear, gloves, and shoes approved to FIA or SFI standards are mandatory.





TIME ATTACK EV

Introduction

Time Attack EV is the beginning of a wave of electrified race cars. This class is intended for “home-built” or non-production, but based on production vehicle, electric/electric converted vehicles that can be extensively modified for track and competition use. This class is for drivers that have participated in competitive driving previously.

Chassis and Aero

- All vehicles must retain stock chassis.
- Alternate materials for Hood, Trunk, Roof, & Fenders are allowed. Fenders and quarter panels may be modified if over-fenders, flares, or wide-body is added.
- Doors must remain original.
- Vehicles are permitted to run two significant aero modifications at the rear and front.
- Dual wings are permitted.
- Up to 4 canards at the front and rear of the vehicle are permitted.
- Active aero is prohibited, unless factory equipped
- OEM glass windshield must be installed, polycarbonate of ¼” or thicker windshield may be installed as alternative.
- Flat bottom floors are prohibited, unless OEM equipped.
- Diffusers and splitters may only protrude inward to the axle centreline unless OEM
- OEM Wheelbase must be maintained.

Motors and Drivetrain

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

Suspension and Tires

- Vehicles must use a DOT approved tire with a minimum UTQG Rating of 60 or higher. Tires from other markets (EU, JP, etc) are permitted as long as they match the UTQG Rating. Tires in this class must be available as a current product offering by a tire supplier to all competitors. Discontinued or specialty offerings are banned.
- Tire width is unlimited in all classes.
- Suspension is limited to three adjustments unless OEM Equipped.
- Active suspension components are not permitted unless OEM.



- Suspension pickup points must remain OEM unless heavy modifications are needed in the case of electric conversions, in which case modifications must be approved by GRID MASTERS Management prior to event email: info@gridmasters.ae. In some cases, conversion to coil over spring/shock/strut may require reinforcement (ie: modern corvette). If another means of strengthening the mounts is used, but is outside the scope of factory mounting locations, it may be approved on a case-by-case basis if geometry is unchanged from factory.

Interior and Misc

- Cars must retain primary dash assembly. Dash may be trimmed for the facilitation of safety equipment.
- Climate Control, Headliner & Carpet may be removed.
- All vehicles must have fire suppression. (in addition to any existing fire extinguisher mounted and accessible within the driver's reach)
- A safety meeting with event and/or rescue officials must be given on a special need of the vehicle, and on safest methods of driver recovery/de-powering/towing vehicle, to avoid harm to workers/driver.

