Gulf ProCar Technical Regulations - 2026/27

GulfSport Racing LLC is the organiser and commercial rights holder and as such, develops the Supplementary Regulations that govern technical and procedural running of the championship. It is your responsibility to read these regulations as they contain very important information relating to the running of the events, your safety and judicial matters. When you register for the series you will be asked to sign to signify that you have read and agree to abide by these regulations.

We believe that your investment in time and equipment to compete in the Gulf ProCar is best served by stability of the championship rules and strictly enforced technical standards to provide a level playing field for the drivers.

Please remember at all times that this is an amateur race series and the major reason for competing is for enjoyment – there is no prize money!

GPC Coordinator	EMSO Coordinator
Sign:	Sign:
Date: 01.10.2026	Date: 01.10.2026

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1. INTRODUCTION

1.1. This version supersedes all previous versions. It should be clearly understood that if the following texts do not clearly specify that you can do it you must work on the principle that you cannot.

1.2. A signed entry to this championship determines that the following technical regulations have been accepted by drivers, owners and all team representatives.

1.3. The onus is on the Competitor to provide documentation, acceptable to the Organisers, to support the compliance of any part of the vehicle with these regulations.

1.4. Technical passports are mandatory and are issued by the Emirates Motorsport Organisation (EMSO).

1.5. The Organisers reserve the right to exclude any vehicle, which, in their opinion, does not comply with the spirit of the Championship and its Regulations. They also reserve the right in their absolute discretion to reallocate a car to an alternative class within the championship in the interests of fair competition.

1.6. Where an entry is deemed by the organisers to have an advantage over the rest of the entries in its class it may be reclassified at the discretion of the organisers. BOP will be achieved by power to weight ratio (see Article 3). A review of the BOP will be carried out on a regular basis in the light of performance. Competitors will be formally notified in writing of any changes to the BOP in advance of the next round in the championship. Any ballast weight must be fitted in accordance with the FIA Safety Requirements.

1.7. All vehicles must comply with FIA Safety Requirements and these Technical Regulations as relevant and as clarified in writing by the Organisers at all times while competing in practice sessions and races that are part of the championship. The driver is responsible for the conformity of his car at all times before, during or after an event.

1.8. The official rolling road dynamometer for the 2026/27 season will be nominated by the organisers.

1.9. Any future technical bulletins issued by the organisers may supersede these regulations.

2. GENERAL DESCRIPTION OF VEHICLES

2.1. The Gulf ProCar (GPC) is open to competitors driving

CLASS 1 (GT3):	FIA homologated GT3 cars, complying with FIA Appendix J – Art.257
CLASS 2Cup:	Porsche GT3 Cup cars (Gen 991, 991.2 and 992 permitted), complying with gen relevant PMSC Technical Regulations (appendix C)
CLASS 2Challenge:	Ferrari Challenge cars (Gen 488, 488 Evo, 296 permitted), strictly in homologation form and conforming to FIA App, J, Art 251 and 277.
CLASS 2Trophy:	Includes, but is not limited to: Lamborghini Super Trofeo, Lamborghini Super Trofeo EVO, McLaren 570s Trophy and McLaren Artura Trophy strictlyin homologation form and conforming to FIA App, J, Art 251 and 277.

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CLASS 3 (GT4):	Homologated GT4 cars, approved by the RACB/SRO7
CLASS 4:	2 Wheel drive cars with 1601-2000cc engine capacity - Excluding TCR Cars
CLASS 5:	Open class for cars running more than 2001cc engine capacity
CLASS RC:	Renault Clio 5 cars complying with correct Gen Regulations (appendix B)
CLASS TCR:	TCR Cars complying with TCR Regulations (appendix A)
PROTO CLASS:	Silhouette cars complying with Appendix J – Art.277 or Art. 259 (Group CN and homologation form LMP3 Gen1, Gen2 and Gen3)

2.2. Any engines with a forced induction system will be subject to an engine capacity coefficient of 1.4:1 and be classified accordingly by the organisers.

2.3. In all cases, the GPC has the sole right to determine vehicle eligibility and all cars must be approved by the organisers before acceptance of entry.

2.4. The organisers reserve the right to amend the class structure to reflect more accurately the type of vehicles actually entered for the championship and to create sub-classes at their discretion in order to more accurately reflect the championships entries and level of competition. The organisers reserve the right in their absolute discretion to re-classify any vehicle into the class they deem most appropriate in the interests of fair competition within the championship.

2.5. Should the organisers receive more than five season registrations of the same car, GPC reserves the right to open a specific class for these cars.

3. BALANCE OF PERFORMANCE (BOP)

3.1. To achieve a balance of performance in the different classes, competitors need to comply with the following:

a) Class 1: No horsepower cap, minimum power to weight ratio of 2.5
b) Class 2Cup, 2Challenge and 2Trophy: No horsepower cap, minimum power to weight ratio of 3.0
c) Class 3: No horsepower cap, minimum power to weight ratio of 3.6
d) Class 4: Horsepower cap of 240 wheel hp and minimum power to weight ratio of 5.0
e) Class 5: Horsepower cap of 500 wheel hp and minimum power to weight ratio of 3.8
f) Class TCR: BOP Determined by WSC
g) Proto Class: No horsepower cap, minimum power to weight ratio of 2.5
h) Class RC: As per correct Gen Regulations

3.2. In order to police this, it is the competitors' responsibility to place all cars of Classes 4 and 5 on the rolling road dynamometer designated by the organisers. The vehicle brake horsepower will be measured at the wheels, with all car doors, bonnet and boot closed tyre pressures at 2.1bar and a dynamometer certificate should be presented along with the fully completed vehicle technical declaration prior to its first race of the season.

3.3. It is mandatory for all competitors in Class 5 to present a 2026/27 applicable dynamometer certificate for their car at scrutineering. The wheel horsepower reading on this certificate will be used to calculate the competitors vehicle specific minimum weight (Article 17.5 of these regulations). The organisers reserve the right to alter any vehicle's minimum weight if they deem necessary, irrespective of the power to weight ratio.

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3.4. On accepting entry to the Gulf ProCar you are accepting that power testing of your vehicle may be carried out at the competitors cost to establish the power to weight ratio. Due to the nature of rolling road power testing any weaknesses or defects to the power train or driveline may be exacerbated by this. If the series scrutineer or rolling road operators are unhappy with the condition of the vehicle they may decline to test unless rectification is carried out. However, they may not be able to foresee every mechanical defect on your vehicle and for this reason power testing will only be carried out at your own risk. Gulf ProCar, GulfSport Racing, its agents nor the rolling road operators can or will be held responsible for any failures however caused.

3.5. To establish weight, only the scales operated by the organisers will be official.

3.6. If during the season any modifications to the car are made that may alter the wheel hp, the car must again be placed on the designated rolling road dynamometer and a new certificate presented to the organisers prior to the next race immediately after the modifications are made. If a car needs to be re-classified following modifications that alter the hp, the points already received before the upgrade will not be transferred to the new class.

3.7. The cars weight and horsepower may be checked by Scrutineers at any time during the competition throughout the season and if changes are found, which would advantage the car, the organisers will require the competitor to either amend the weight or horsepower in order to maintain the coefficient or penalties may be issued by the stewards.

3.8. The coefficient can be altered during the season by the Series organisers. Notification of changes will be given to all teams by official bulletin as per regulation.

3.9. Following the results from each Round (Race Weekend) the organisers have the right to apply ballast penalties were appropriate, success penalties will be applied following the below guidelines

1st - 30kg

2nd - 20kg

3rd - 10kg

* Success penalties only applied to a class when a minimum of 4 cars are entered into the season.

4. EXAMINATION OF VEHICLES

4.1. The organisers, in addition to any other powers they may have under these Regulations, reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require undertaking. The organisers have the right to:

a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or

b) Send the car to the official rolling road dynamometer.

c) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations and/or

d) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

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4.2. The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor. The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident. Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either aspect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers of the championship at least seven days prior to the event entered, to permit a ruling in advance of any meeting at which it is intended to complete.

4.3. Any Protests/ Disputes that cannot be agreed will be policed by the final figures produced on a Rolling Road. The Rolling Road will be designated by the Championship organisers, the car will be sealed and transported to the Rolling Road, tested and returned to the competitor in a timeframe set by the organisers. All costs will be paid for by the complainant, in advance, both the complainants' car and the disputed car will be tested and both costs charged.

4.4. The competitor must complete the Technical Passport before their first race in the championship. No points will be awarded until this passport is provided and all data and information filled in correctly. In addition to the Technical Passport issued by the EMSO.

5. SAFETY REQUIREMENTS

5.1. The following requirements are based upon FIA Appendix J Article 253 Safety Equipment or specifically accepted by EMSO and apply as relevant and as clarified below. Copies of the specific, detailed FIA requirements are available from the FIA website or EMSO upon request:

a) Lines and pumps – Must be in accordance with Article 253 Article 3.

b) Braking safety system – Must be in accordance with Article 253 Article 4.

c) Additional fasteners – Must be in accordance with Article 253 Article 5.

d) Safety Belts – Must be in accordance with Article 253 Article 6.

e) Fire Extinguishing Systems – Must be in accordance with Article 253 Article 7.

f) Safety Cage - Must comply with one of the following:

i. In accordance with FIA Appendix J - Article 253 Article 8.

ii. Motorsport UK Certified - Any vehicle with a Motorsport UK homologated safety cage installed, with a valid and serial number matching certificate can be accepted for National competition use only.

g) Rear view mirrors – Must be in accordance with Article 253 Article 9.

h) Towing eyes – Must be in accordance with Article 253 Article 10.

i) Windows – The front windscreen must be made out of laminated glass or impact-withstanding polycarbonate (on condition that its thickness is not less than 6.0 mm and that its external surface is treated to resist wear). The front and rear windscreens may be fitted with metal safety strips to keep the windscreens into place. In order to protect the windscreen, the addition of a maximum of 4 translucent films on the external face may be fitted. A sun strip is allowed on the windscreen but all other tinting or filming that affects the transparency levels of any glass surfaces is not permitted. Window nets of FIA specification must be fitted to the driver's side.

j) General Circuit Breaker– Must be in accordance with Article 253 Article 13.

k) Fuel Tanks

i. Classes 4 and 5

- Each vehicle as specified above, may replace an original fuel tank(s) with a FIA safety fuel cell or a free design fuel tank, provided the fuel capacity does not exceed 100 litres.
- An FIA-approved fuel cell is recommended.

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- Should dry-break fuel couplings be fitted, then a FIA safety fuel cell is required. The fuel filling port must then be relocated so that:

(i). The original fuel port(s) shall be rendered inoperative;

(ii). The valve receiver mounting must be installed in the appropriate external panel in such a way as to prevent entry of fuel into the boot compartment in the event of spillage; and

(iii). A flexible connection between the valve receiver mounting and the top of the fuel tank is permitted.

- Each vehicle in the above-mentioned classes shall be fitted with either of the following, which needs to be specified and approved in the EMSO Technical Passport:

(i). the original fuel tank for the original automobile in the original location using at least the original fuel tank mounts; or

(ii). a FIA safety fuel cell FT3-1999, FT3.5-1999 or FT5-1999 (in accordance with Appendix J, Article 253, Article 14); or

- A fuel tank or any fuel system component that is less than 500mm forward of the rearmost point of the coachwork (excluding rear wing), shall be required to be protected by a crushable structure of Nomex® or aluminium honeycomb with a minimum thickness of 50mm to the rear, bottom and side surfaces of the fuel tank assembly.
- An adequate firewall must separate the fuel tank from the driver's compartment. It must be impervious to the passage of fumes and liquids.

l) Protection Against Fire – Must be in accordance with Article 253 Article 15.

m) Seats, Anchorage Points and Supports – Must be in accordance with Article 253 Article 16.

6. DRIVERS SAFETY EQUIPMENT

6.1. At all times whilst practising for or competing in events for the championship, drivers must use safety equipment meeting the following requirements.

6.2. CLOTHING – Clean flame-resistant overalls, gloves, long underwear, balaclava, socks and shoes meeting the FIA standard 8856-2018 (Technical List No 74) or FIA Standard 8856-2000 (Technical List 27). NOTE: Multiple homologations expired on 31.12.2023, to avoid issues please keep note of Technical List No 27.

6.3. Substances which may circulate in any cooling system worn by drivers are restricted to water or air at atmospheric pressure. Water systems must not require the saturation of a garment in order to function.

6.4. CRASH HELMET – As per Technical Lists No 25, 33, 49 and 69 of the FIA. NOTE: Multiple homologations expired on 31.12.2023, to avoid issues please keep note of Technical List No 25.

6.5. Any decoration, cleaning or modification made to this equipment must only be done strictly in accordance with the manufacturer's instructions.

6.6. This equipment is designed to save lives and if it is damaged in any way or is involved in an accident that gives any possible concern of damage then it should be replaced immediately. Organisers reserve the right to impound or render inoperative any equipment which may or may not have been compromised.

6.7. Equipment will be checked prior to competing in an event and the organisers reserve the right to impound and render inoperative any equipment which gives cause for concern by its apparent condition.

6.8. The use of a FHR device FIA standard 8858-2002 or 8858-2010 is mandatory, as per Technical List No 29.

6.9. It is recommended that drivers of open top cars wear arm restraints whilst on track.

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7. GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

7.1. The General Description and Safety Requirements above must be complied with in addition to the following regulations, and together they will form the Technical Regulations of the Championship.

7.2. Unless otherwise specifically stated or otherwise agreed in writing by the organisers the Technical Regulations of the Championship apply to cars in all classes. Any variance between classes is only allowed where specifically stated.

7.3. Unless specifically authorised in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.

7.4. Welding or repair materials may be added, manufacturers, or other approved, replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufacturers' standard specification or to comply with the safety requirements of these Regulations.

7.5. For homologated/spec cars (Class 1, 2Cup, 2Challenge, 2Trophy, 3, RC and Proto), any form of modification outside of the factory/homologation specification is prohibited. These cars must be presented in factory/homologation form at all times with manufacturer documentation and certificates. Should the replacement of parts be necessary, items from the relevant manufacturer's official spare parts catalogues must be used in order to uphold the factory/homologation form of the vehicle.

8. CHASSIS

8.1. Modifications permitted;

a) Seam welding is allowed providing the material used follows the original shape and is in contact with it.

b) A single brace may be fitted between struts but not connected to the bulkhead.

8.2. Modifications prohibited;

Any other modification, unless specifically approved in writing by the organisers, is prohibited.

9. BODYWORK

9.1. Modifications permitted;

a) Strengthening sections on boot, bonnet and doors only may be removed.

b) Glass sunroofs where fitted must be replaced by a non-shattering solid material in a fixed closed position and this may be permanently fitted in place.

c) Wheel arches may be extended above the centre line of the wheel by not more than 75mm from the outermost point of the original wing. Large wheel boxes are specifically excluded.

d) Raising the rear edge of the engine cover by not more than 25mm from its original position and/or adding additional ventilation slots is permitted to provide additional airflow and cooling. Any additional ventilation slots must have protective mesh or louvres type coverings.

e) The fitment is permitted of additional or replacement for the originally manufacturer fitted aerodynamic devices is allowed as follows;

- Front spoilers/air dams/splitters are permitted below the level of the road wheel centres, up to 15 cm beyond the overall plan periphery of the existing bodywork, excluding bumpers.
- Rear spoilers are permitted within the overall plan periphery of the original vehicle excluding bumpers.
- Any new devices must be constructed and fitted in a sturdy manner and satisfy the organisers that they do not present additional hazards.

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- Ultimately the organisers reserve the right to reject the design of any new devices that they do not accept are within the spirit of the championship regulations.

f) Any under tray fitted must be provided with drainage holes to prevent accumulation of liquids.

g) All interior trim, including carpets and soundproofing, may be removed. If the inner door trims are removed they must be neatly replaced with aluminium, Kevlar or similar materials. The dashboard must be retained or replaced with a neatly fitted replacement.

h) Air bags must be removed.

i) Any central locking system must be isolated during competition use. Doors must be able to be opened in the event of an emergency.

j) Air conditioning systems may be disconnected and removed however suitable ventilation systems must be put in place to ensure cooling of the driver given the climatic conditions that exist in the UAE.

k) Steering wheels are free providing they have a continuous rim.

l) Mud flaps may be removed.

m) Headlight glass must be protected with tape.

n) Accessories and equipment which have no influence upon the performance or reliability of the vehicle may be freely removed or added.

o) The roofs used to close open cars must be a genuine hardtop offered as an option for the car by the manufacturer or be from a recognised manufacturer. It must be made of the same materials and have the same weight as the manufacturers' hardtop option, otherwise the organisers reserve the right to add additional ballast to the car.

p) Where parts of the vehicles (other than the sunroof) were non-metallic as supplied by the manufacturer they may be retained as original or replaced by a similar material to the same design. Material of bonnet, boot and doors only are free, all other bodywork parts must follow the manufacturer material.

q) The silhouette and plan view of the original vehicle must be retained except as defined in 9.1 c), d) and e). Any other modification, unless specifically approved in writing by the organisers, is prohibited.

10. ENGINE

10.1. Permitted Modifications;

a) Except as prohibited by these regulations, all modifications are permitted.

10.2. Prohibited Modifications;

a) The cylinder block must be from the same manufacturer and be of the same configuration. i.e. if originally fitted with a 4 cylinder can only be replaced with a 4 cylinder.

b) Engines cannot be replaced once signing-on procedures are completed, unless approved by a GPC Official

10.3. Location; The engine must be installed in the original engine compartment and the crankshaft axis must be retained in the original orientation. The number of mounting points must remain the same but the type of mounting may be amended.

10.4. Oil and Water-Cooling Systems

a) The oil system is free.

b) An oil cooler may be fitted within the overall periphery of the bodywork.

c) Any engine oil tank breather or overflow tube venting into the atmosphere must be led into catch tanks with transparent inspection possibilities capable of being readily emptied. These catch tanks must be a minimum of 2 litre capacity or minimum 3 litre capacity for engines in excess of 2 litre capacity.

d) Heaters/Air conditioners may be removed in their entirety.

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10.5. Induction Systems;

a) Forced induction is only permitted on cars where it was fitted as standard by the manufacturer.

b) Forced induction systems must be of the same operating type as fitted originally by the manufacturer.

c) The organisers reserve the right to specify that a restrictor of a nominated size to FIA specification be fitted to specific models. All air feeding the engine must pass through the restrictor in such circumstances.

d) Nitrous oxide injection systems are not permitted.

e) An air filter must be fitted.

10.6. Exhaust Systems; Free provided the silencing requirements of these regulations article 19 must be respected at all times.

10.7. Ignition Systems; Free.

10.8. The ECU must not contain an electronic map which is capable of delivering more power than that which is allowed within the vehicles class.

10.9. Fuel Delivery Systems; Free. Fuel injection may be replaced by carburettor(s) and vice versa.

11. SUSPENSION

11.1. Permitted Modifications (Classes 4 and 5);

a) Substitution of the shock absorbers/coil springs/torsion bars by up rated versions is permitted.

b) McPherson strut mountings make and type are free but must locate to the original mountings. At the top mounting, the strut centre must be within the radius of 25 mm of its original locations.

c) Turreting of the rear suspension is permitted within the limits of the bodywork.

d) Up-rated or replacement bushes may be fitted. The use of spherical rod end bearings (e.g. rose joints) is permitted.

e) The anti-roll bars are free.

11.2. Prohibited Modifications (Classes 4 and 5);

a) Suspension parts must not be fabricated or manufactured of composite materials unless originally fitted as OEM standard parts. Optional or variant parts are not permitted.

b) Ground clearance – no part of the car must touch the ground when all the tyres on one side are deflated when the car is in race specification with the driver on board.

11.3. Prohibited Modifications (All Classes);

Ground clearance – a minimum ground clearance of 40mm in all classes. For reference this will be measured with tyre pressures at 1.5 bar. The reference tyre gauge will be the gauge used by the approved tyre supplier.

11.4. Wheelbase/Track

The wheelbase and track must remain as standard except for the effects of the permitted adjustments in camber/castor and the permitted wheel spacers.

11.5. Camber/Castor;

To achieve a change in camber/castor the lower inner mounting points of the suspensions track control arm or lower wishbone may be repositioned by a maximum of 13mm. Alternatively the track control arm, upper or lower wishbone (but not both) may be lengthened or shortened by a maximum of 13mm.

12. TRANSMISSION

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12.1. Classes 1,2,3,4,5 and Proto;

a) Permitted Modifications

i. The internals of the gearbox and final drive are free except as specified within the Regulations.

ii. Traction or stability control systems fitted by the manufacturer may be disconnected.

b) Prohibited Modifications

i. The casings of the gearbox and final drive must be retained in their original locations.

ii. Manufacturer fitted four-wheel drive systems must be retained. A four-wheel drive system must not be added to a model originally built by the manufacturer as a two-wheel drive vehicle.

iii. Sequential gearboxes are allowed.

12.2. Transmission and Final Drive Ratios

i. No more than the original number of gear ratios is permitted.

ii. Reverse gear must be retained as one of the gear ratios and must be operable by the normally seated driver.

12.3. Clutch and Flywheel are free

13. ELECTRICALS

13.1. Exterior Lighting;

b) The exterior lighting system must be complete and in full working order, however auxiliary lighting may be removed, e.g. front fog lights.

c) For sessions running until after sunset, all cars must comply with the following:

- Red light of any kind that is visible from the front of the car is strictly prohibited.
- Door number panels must be illuminated on both sides of the car.
- The use of High Beam lights is not allowed in pitlane

The organiser will inform competitors about sessions running after sunset in the Final Instructions ahead of the event or in an official notice in case of sessions being delayed on the day.

13.2. Batteries;

The battery may be relocated but must be suitably enclosed and secured. The earth lead must be identified by yellow marking.

Terminal posts must be covered.

13.3. Windscreen Wipers;

Windscreen wiper(s) must be fitted and operate as a complete system. Single wiper systems are allowed.

13.4. Generators;

Charging systems must be fitted in their original location and functioning.

13.5. Radio transmission;

Pit to car or car to pit radio transmissions are permitted, provided the user has a licence to own and operate said system in the UAE. This documentation must be present and available for viewing at any time during the entirety of the meeting.

13.6. Onboard Cameras;

All competing cars must have an in-car camera fitted

a) The camera must be mounted at the approved location, with an unobstructed view of both the driver's hands on the steering wheel and the forward field of view from the cockpit.

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b) The camera must be operational with available memory to hold enough footage for the entirety of the next on-track session.

c) The memory card must be marked with the racing number of the car.

d) Following any session the Clerk of Course or Stewards may request to review footage from any cameras, including non-official on-board cameras.

e) Competitors may not delete or modify any video footage collected.

f) Only Championship Officials may touch the recording device or remove the memory cards from the cameras once a track session has commenced or whilst the cars are in Parc Fermé.

g) Failure to abide by any of the above may result in a penalty.

h) The Championship Scrutineers may inspect cameras before the track session and will inform both the team/driver and Clerk of the Course of inoperable cameras.

i) If a memory card is removed from the camera by a Team member or Driver during an Official Track Activity i.e. during a pit stop within qualifying or racing, or while the car is parked in Parc Fermé, without the permission of the Clerk of Course this will be notified to the Clerk of Course and a penalty may be applied.

j) In the event that no data is available on request (other than due to a proven defect with the equipment) penalties may be applied. The burden of proof to establish the cause of such failure to record will lie with the Competitor.

k) The Clerk of Course reserves the right to request footage from any in-car cameras. In these instances, the footage will be obtained by Gulf ProCar Championship Officials for review.

14. BRAKES

14.1. Permitted Modifications;

a) Brakes are free except as detailed within these regulations.

b) Ducting for the purpose of cooling brakes is permitted beneath the car and from the front bumper/spoiler.

14.2. Prohibited Modifications;

a) Carbon brake discs are only allowed if supplied on the car originally.

15. WHEELS AND STEERING

15.1. Prohibited Options;

a) Wheels made partially or entirely from composite materials are prohibited, as are wheels made from forged magnesium.

b) Pressure control valves on the wheels are forbidden.

15.2. Dimensions;

The wheel and tyre combination must be covered by the bodywork of the vehicle so that the upper part of the complete wheel, located vertically over the wheel hub centre, must be covered by the bodywork when measured vertically.

15.3. Steering;

a) Steering movement must be controlled to avoid fouling of wheels on chassis or bodywork. Rear wheel or four-wheel steering is only permitted if fitted as standard on the production vehicle.

b) The steering system must retain the original mechanism, but the internals and ancillaries are free.

16. TYRES

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16.1. It is strictly forbidden for any vehicle, including those in an Invitation Group, to run in the Gulf ProCar on any tyre other than Pirelli. Under exceptional circumstances only, the Organisers reserve the right to specify an alternative tyre brand. When a race is declared wet tyre choice will be free.

16.2. **Applicable only to Class 4, 5 and TCR** - Tyre choice will be free for these classes, competitors may source and compete on any motorsport tyre of their choice. Organisers and Scruitineers reserve the right to reject any tyre that is presented by the competitor, should they feel that it is not suitable for competition.

16.3. GPC permits all Class RC cars to use 200/610/R17 Michelin Pilot Sport Cup tyres as per Clio Cup Regulations. The Clio Cup mandated Tyre Make and Model must be followed; however, Tyre Compound is open.

16.4. No alteration to any of the tyres from the manufacturer's specification is permitted. Re-cutting, re-grooving, buffing, or in any other way modifying the tread pattern is not permitted. Any form of chemical treatment is prohibited and all of the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited. It is forbidden to use and/or the mere presence of tyre-warmers or any other method to artificially increase or lower the tire temperature throughout the event. The fitting of valve caps is not mandatory.

17. WEIGHT

17.1. The weight of each entry must be declared prior to the entries first race and may be adjusted to match the BOP criteria for the respective class.

17.2. Throughout the season the weight of all cars will be checked during initial scrutineering of the event and for selected cars post-qualifying and post-race.

17.3. The specified weight used to calculate the BOP is with the driver on board with full race clothing. The weight of the driver will be taken as 100 kg.

17.4. Weight Removal – Any replacement or removal of vehicle parts to achieve a lower weight or to redistribute weight that in the opinion of the organisers could possibly prejudice safety will not be permitted. IF IN DOUBT DO NOT DO IT.

17.5. Minimum Weight Requirements per Class

Class 1 - complying with FIA Appendix J – Art. 257

Class 2Cup - complying with GPC 2026/27 Class 2Cup BoP

Class 2Challenge - complying with GPC 2026/27 Class 2Challenge BoP

Class 2Trophy - 1,300kg

Class 3 - complying with GPC 2026/27 Class 3 BOP

Class 4 - 1,100kg

Class 5 - Vehicle Specific; Minimum weight determined by power to weight ratio of 3.8. I.e 350WHP = 1,330kg. Any vehicle weight must not be less than 1,100kg

Class RC - 1,100kg

Proto - 760kg

17.6. Following competition, the driver must remain available with the car under Parc Fermé conditions until released by the Scrutineers, in order to ensure weighing is completed with the minimum of delay. Drivers finishing in podium positions may proceed directly to the podium ceremony, but must present themselves to Parc Fermé immediately afterwards. Failure to present the car and/or driver to Parc Fermé following any official session will result in a penalty.

18. FUEL

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Only commercial, unleaded petrol or diesel on current sale with a maximum of 98 octane may be used, without any additive other than that of a lubricant. The organisers reserve the right to nominate a specific source from which all fuel used by competing cars must be purchased. The organisers reserve the right to take fuel samples at any stage during an event to check that the fuel being used is correct.

19. SILENCING

Unless a vehicle is running to a specific set of regulations mentioned in the appendix of the GPC regulations, or running an FIA Homologated vehicle, the vehicle must at all times during an event be silenced to meet a maximum level of 105 dB(A) at ¾ maximum rpm, measured at 0.5m from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees. Where more than one exhaust outlet is present the test will be repeated for both outlets and the higher reading taken. The inclusion of temporary parts to achieve silencing requirements is prohibited.

20. TRANSPONDERS

All competing vehicles must have fitted for all practice, qualifying and race sessions, a working electronic self-identification module (transponder) of a suitable type. Types of transponder are: AMB personal TRANX 260 direct powered transponder, AMB Pro Transponder and AMB Driver ID Transponder. It is the responsibility of the competitor to provide and fit the module in a safe and appropriate position as recommended by the manufacturer.

21. NUMBERS AND CHAMPIONSHIP DECALS

21.1. All cars must be identified by competition numbers displayed on each side of the vehicle, as per the Sticker Regulation. The competition number stickers will be provided by the Championship organiser.

21.2. The Gulf ProCar reserves the right to nominate sponsors' decals which must be displayed in un-obscured positions on both sides of the car and on the top part of the screens to qualify for awards. The Sticker Regulation demonstrating the required positions of the decals form part of these Regulations.

21.3. Gulf ProCar sponsor decals will be provided prior to each event, or earlier if so requested.

21.4. The first set of decals will be provided within the registration fee there after all decals will be charged for.

Complete car set - AED 500 plus VAT

Windscreen Strip - AED 250 plus VAT

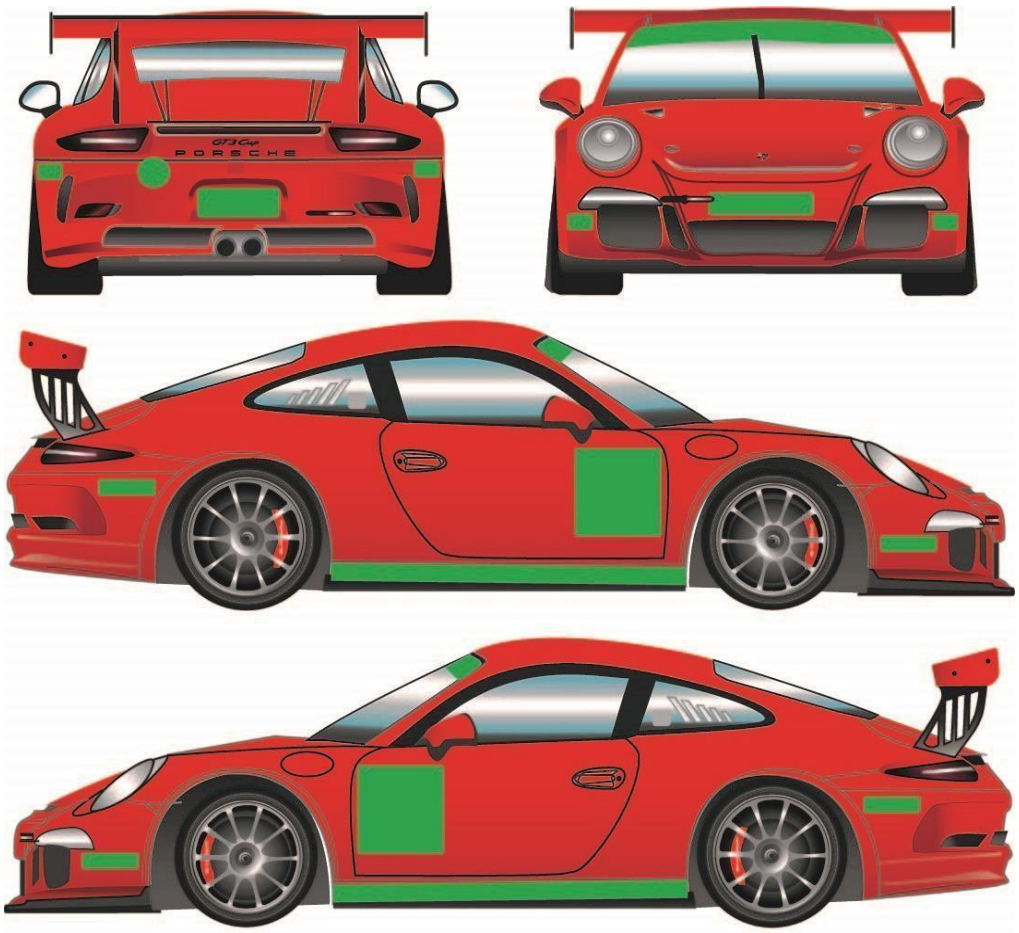
Number Board set - AED 170 Plus VAT

Numbers Set - AED 90 Plus VAT

21.5. The GPC reserves the following spaces on all cars for championship sponsors/partners.

22. STICKER REGULATION

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= Space reserved for championship stickers

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APPENDIXES

Appendix A – TCR Class

1. All TCR cars must comply with the latest TCR Technical Regulations

Appendix B – RC Class

1. All Renault Clio Cup cars must conform with the latest version of Technical Regulations that are available for that generation of car e.g. Gen 5 cars must comply with the latest Clio Cup regulations.

Appendix C – 2Cup Class

1. All Porsche GT3 Cup cars must comply with the corresponding Porsche Mobil 1 Supercup specific technical regulations:
    a. Generation 992 - 2025 PMSC Technical Regulations
    b. Generation 991.2 - 2020 PMSC Technical Regulations
    c. Generation 991.1 - 2016 PMSC Technical Regulations
2. All parameters of the relevant PMSC specific technical regulations must be adhered to, unless explicitly instructed otherwise in this document.
    a. Drivers Safety Equipment - In accordance with GPC Technical Regulations, Article 6.
    b. Tyres - In accordance with GPC Technical Regulations, Article 16.
    c. Minimum Weight - In accordance with GPC Technical Regulations, Article 17.
    d. Anti-lock Brake System and Traction Control settings are free.
    e. Exhaust system is free, providing it is compliant with the parts listed in the valid Porsche Spare Parts Catalogue for the respective car and model year.

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