

# Historic Rules - Island Car Club

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## Introduction

A car will be dated by the specification of that particular car and not necessarily by the year of construction.

## Cubic Capacity Classifications

Class 1: Lower than or equal to 1000cc

Class 2: 1001cc to 1300cc

Class 3: 1301cc to 1600cc

Class 4: 1601cc to 2000cc

Class 5: 2001cc to 2500cc

Class 6: 2501cc upwards

1. Cars with "in Period" forced induction will automatically incur a penalty of plus 40% on the original cubic capacity of the engine. I.e. 1000cc will become 1400cc.
2. Cars with non- "in Period" modifications will automatically be classified in the E Class.
3. Where a class comprises a minimum of 5 vehicles, 1st, 2nd and 3rd placed vehicles will be awarded prizes. With four participating entries, 1st and 2nd place prizes will be awarded. With 3 entries only 1st place prize will be awarded. If there are less than 3 entries in a particular class the Organisers reserve the right to move the participant/s to another class, at the discretion of the VGP Technical Sub Committee.
4. In exceptional cases, at the discretion of the ICC Scrutineer, a vehicle may be transferred from one class to another.

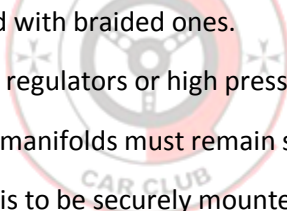
## The Standard Group (Group A) - Definition

A historic vehicle featuring standard specifications as delivered by the manufacturer. Minor period cosmetic changes and typical accessories available on the market "in Period" may be considered acceptable, at the discretion of the VGP Technical Sub Committee.

## Standard Groups - Rules

The scope of the standard group is to have only vehicles featuring standard specifications competing, like with the like. For this reason, only minor changes, as listed below, shall be allowed in this group:

- a) Hubcaps must be removed.
- b) Bumpers maybe removed (Together with related brackets and attachments).
- c) Air cleaners may be removed.
- d) Electronic ignition is allowed (Not programmable).

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- e) Brake rubber hoses may be replaced with braided ones.
- f) Electric fuel pumps are allowed (Not regulators or high pressure pumps).
- g) Silencers may be removed (Exhaust manifolds must remain standard).
- h) A fire extinguisher of minimum 1Kg is to be securely mounted inside the car and easily accessible by the driver whilst still strapped. The driver is responsible for the expiration of his/her fire extinguisher.
- i) All vehicles must be equipped with a main switch which switches off all electrics and shuts down the engine. This switch must be capable of switching off the engine even at high revs. This may be fitted internally or externally in the engine compartment, trunk or interior of the car, with an externally accessible pull cord, which is clearly marked with standard stickers. Additional relays may be added and battery cables may be extended.
- j) All drivers must wear a proper helmet. Helmets must have a minimum of BS or E approval.
- k) The battery must be solidly mounted.
- l) Protection of battery terminals against the risk of short circuits is required.
- m) Name of driver (letter height maximum 30mm) and a flag of country of origin are required.
- n) Event start numbers will be placed on the front door panels.
- o) Event sponsorship promotional material will be placed at the discretion of the VGP Event Organisers and shall be compulsory.
- p) Cross-ply tyres may be replaced with radial tyres, but the two cannot be mixed.
- q) Remould tyres are forbidden.
- r) Tyres should be in very good condition with no visible external damage.

### **The Modified Group (Group D)- Definition**

- a. Any modifications made to the vehicle and / or accessories should be "in Period".
- b. Permissible modifications shall be from the period of construction of the vehicle plus a maximum of 7 years, but must not exceed 1975.
- c. Any modifications applied must be of period materials and applicable "in Period".
- d. When modifications to the vehicle were actually carried out within the period referred to in (b) above, (the Competitor must present documented proof of this), the vehicle will get a "B-Group" classification. In all other cases it will be assumed that modifications are recent, or, at least, not "in Period", in which case the vehicle will be placed in Group D.
- e. All changes or deviations from original must be supported by historical documentation or homologation papers to prove correctness.



## Modified Groups - Rules

### 1 CHASSIS / FRAME

- a. The chassis number must be shown to the Technical Commissioner.
- b. The chassis must follow the original design and dimensions, but may have local stiffening applied.

### 2. FRONT and REAR SUSPENSION

- a. Wheel track must be original or "in Period".
- b. Changes to the suspension system will not be allowed (spring type, location of wheels and axles) unless "in Period".
- c. Stabilizer (anti-roll bar) modifications are permitted, provided that they are "in Period".
- d. Adjustable shock absorbers, provided that they are of the same period type and specifications, are allowed, so long as they use the same attachment points.
- e. Front / Rear strut braces are permissible.

### 3. ENGINE

If a replacement engine is used, it must be "in Period" and according to brand and type.

- a. These may be modified, provided that such modifications are "in Period".
- b (i) The standard engine may be replaced with an engine of a different capacity, so long as the engine is of the same make and was available in the same model range and "in Period." (For example, in the case of an Alfa Romeo GT, a 1300 cc engine can be replaced with a 1750 cc engine or, for example, a Ford Escort 1100 cc can be replaced with a 2000 cc engine).
- (ii) When point b (i) applies, all the other mechanicals must conform with the same model range and shall be "in Period".
- c. Oil coolers are allowed, regardless of brand or type. The location of oil coolers may be changed, so long as they are in period style.
- d. Exhaust manifolds may be modified, however, the maximum noise level must not exceed 100 Db.

### 4 IGNITION SYSTEM

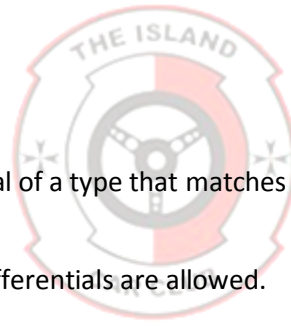
- a. Electronic ignition is allowed.
- b. Mapped/programmed fuel and/or electronic ignitions are not allowed.
- c. Only "in Period" ignition system upgrades are allowed.

### 5 CARBURETTORS / INJECTION

- a. Modifications to carburettors and inlet manifolds or replacement by a different type and / or brand are allowed, if original, optional or "in Period" was considered applicable.
- b. Vehicles with fuel injection can be converted to carburettors or vice versa, if of a type that "in Period" was considered applicable.

### 6. FUEL SYSTEM

- a. A safety fuel tank which must be mounted in a safe and sound way is permissible .



#### 7. FINAL DRIVE

- a. A mechanical limited slip differential of a type that matches the "in Period" specifications of the vehicle may be used.
- b. No welded or completely locked differentials are allowed.

#### 8. BRAKES

The braking system and parts of the brake system components are only permitted "in Period" specification but with the exceptions described below:

- a. Additional cooling to the brakes (discs/drums) is permitted, so long as the original look of the car has not been altered.
- b. Harder brake pads and or shoes are permitted.
- c. Brake lights are compulsory.

#### 9. STEERING

- a. Steering wheel sizes and designs are free as long they are period authentic.
- b. For safety reasons it is advisable that wooden steering wheels are not used.

#### 10. WHEELS / TYRES

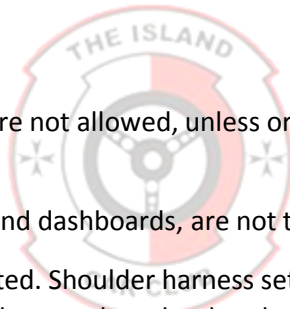
- a. Non-ex-works or non-original rims are allowed, provided that such were available as an option "in Period".
- b. Wheel size can be altered, so long as the size used is homologated for that particular car .
- c. Cross-ply tyres may be replaced with radial tyres, but cannot be mixed.
- d. Re-mould tyres are forbidden.
- e. Tyres should be in very good condition with no visible external damage.

#### 11. BODY WORK

- a. The vehicle has to retain its original "in Period" body work and may not have recently applied cooling openings, flaring, expansions, etc, unless "in Period".
- b. The addition of a roll bar or a roll cage is not seen as a model change and is encouraged.
- c. Rebuilding or flaring/expansion of the body are allowed only if these modifications are "in Period".
- d. Removing of bumpers is allowed. However, when bumpers are removed, all of the attachment parts and brackets must be removed as well.
- e. Any type of removable hardtop, such as "in Period" by the manufacturer of the vehicle or by an external supplier, is allowed, so long as it is securely fastened
- f. Damaged or missing body panels are not allowed.

#### 12. INTERIOR

- a. Other seats, such as bucket seats, are permitted, provided that they are "in Period".
- b. Tinted glass is not allowed.



- c. Perspex windows or other plastics are not allowed, unless original, ex-factory option or homologated.
- d. Interior parts, such as door panels and dashboards, are not to be removed.
- e. All vehicles MUST have seatbelts fitted. Shoulder harness setup in open top cars is not permitted unless the car is fitted with a roll over bar, on the other hand, shoulder harness is compulsory when a roll cage is fitted.
- f. Motor Sport is inherently dangerous. Seat belts must be worn at all times.
- g. A fire extinguisher of minimum 1Kg is to be securely mounted inside the car and easily accessible by the driver whilst still strapped. The driver is responsible for the expiration of his/her fire extinguisher.
- h. Loose carpets are to be removed.

### 13. INSTRUMENTS AND ACCESSORIES

- a. Additional instruments/accessories are allowed, so long as "in Period". No external instruments are allowed.

### 14. ELECTRICAL INSTALLATION

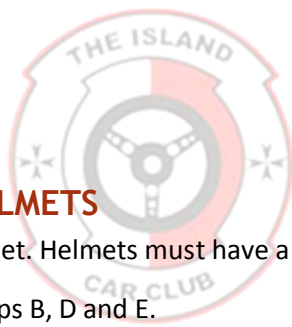
- a. The battery must be solidly mounted.
- b. Protection of battery terminals against the risk of short circuits is required.
- c. Conversion of DC generator to alternator is allowed.
- d. All vehicles must be equipped with a main switch which switches off all electrics and shuts down the engine even when revving at high rpm. This may be fitted internally or externally in the engine compartment, trunk or interior of the car and with an externally accessible pull cord, which must be clearly marked with standard stickers. Additional relays may be added and battery cables may be extended.
- e. It is highly recommended that electric fuel pumps operate only with the engine running.

### 15. LIGHTING

- a. Original headlamps, tail lights and brake lights must be in place and fully operational.
- b. All light lenses to be secured by adhesive tape.

### 16. ADVERTISING STICKERS, etc.

- a. Name of driver (letter height maximum 30mm) and a flag of country of origin are required.
- b. No promotional material is permissible on the glass surfaces of the vehicle, except for front windscreen sun strip, with a maximum height of 15cm, which, in any case, must not obstruct the visibility of the driver.
- c. Event start numbers will be placed on the front door panels.
- d. Event sponsorship promotional material will be placed at the discretion of the VGP Event Organisers and is compulsory.
- e. The remaining panels may be used for promotional material, which, however, shall not cover more than 40% of any individual surface/panel area.



## OTHER

### 17. DRIVERS CLOTHING / HELMETS

- a. All drivers must wear a proper helmet. Helmets must have a minimum of BS or E approval.
- b. Racing suits are compulsory in groups B, D and E.

### 18. ENTRANT'S DECLARATION

- a. The vehicle is to conform to the declared technical specifications as submitted in the Entry Form. This also applies to the scrutineering inspection and throughout the event.
- b. If the vehicle is found not to be in conformity with the applicant's declaration the Technical Commissioner reserves the right to:
  - (i) Transfer the vehicle to the appropriate class.
  - (ii) Disqualify the entrant, who will, in such event, forfeit the full Entry Fee.

### 19. DEFINITIONS

- a. A Class – Standard

Is a historic vehicle to standard specifications as delivered by the manufacturer. Minor period cosmetic changes and typical accessories available on the market "in Period" may be considered acceptable.

- b. B Class – Period Modified

A historic vehicle specially built or modified "in Period" for specific purposes, typical of its kind, and thus of Historic interest in its own right.

- c. C Class – Reproductions and Replicas

A reproduction is a copy of a historical vehicle built out of period by a reproducer, with or without parts to period specification, reproducing a specific model. Such a historic vehicle must be clearly marked to indicate that it is a reproduction. The historic vehicle will be called by a combined name of the reproducer and manufacturer's names and the model of which the vehicle is a reproduction (example: Smith Bugatti Type 35). A replica must conform to the conditions above, but will have been built by the manufacturer of the original vehicle. Both reproduction and replica historic vehicles will be dated using the date of completion when the replica or reproduction was completed.

- d. D Class – Modified out of period

Out of period modifications to a Historic Vehicle with proven identity of a kind which was typical "in Period" using parts to period specifications.

- e. E Class – Exception Vehicle

Out of period modifications to a historic vehicle with proven identity which has been made using parts or technology not available "in Period". Such a vehicle must still have the original frame or chassis or platform and a body to a period specification for that model. Not more than two of the following main components can be changed from the original specifications:

- Engine
- Transmission



- Wheels
- Front suspension / steering system
- Rear suspension

Modifications may have been made recently. Such modifications do not impact the dating of the vehicle.

Cars competing in the E Class are not eligible for the Valletta Grand Prix Shield and will only compete with competitors in the same class.

### **IMPORTANT NOTE**

Any other modifications not listed above are not permitted.

Any inspection of a car is not a guarantee of the safety or class legality of the car.

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