

ISLAND CAR CLUB RULES & REGULATIONS HILLCLIMB RACING



2023

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THE CHAMPIONSHIP	8
General Structure.....	8
Nature of competitions and competitors' responsibilities	9
Runs Structure & instructions.....	10
Points and awards	12
GENERAL PROVISIONS	14
Track & Course requirements	14
Changing track conditions.....	14
Safety.....	14
Competitors' Refuelling	15
Marshalling Posts	15
SCRUTINEERING.....	16
Getting started	16
VEHICLE REQUIREMENTS	17
Body	17
Bulkhead	17
Fuel-Oil Lines.....	17
Exhaust.....	17
Floor	18
Cockpit.....	18
Seats	18
Suspension	18
Tow points	19
Wheel spacers	19
Additional items	19
Sunroofs	19
BRAKES	20
Engine.....	20
Wheels and Tyres.....	21
SOUND	22
Sound Test Requirements	22
Maximum Noise Limits.....	22

SAFETY REQUIREMENTS	23
Roll over protection system (roll-cage)	23
Safety Engine Cut-out Switches.....	23
Fire Extinguishers	23
Safety Belts.....	24
Fireproof Clothing	24
Crash Helmets.....	24
H.A.N.S (Head and Neck Support)	25
Driver Aids	25
Other	25
GROUPS AND CLASSES.....	26
Guest class	26
Street class	26
Group 1	26
Group 2	26
Group 3	27
Group 4	27
Group 5	27
Group 6	27
GUEST CLASS	28
Scope	28
Vehicle	28
STREET CLASS.....	28
Scope	28
Vehicle	28
AUTOCROSS GROUP.....	28
CLASSIC GROUP	28
GROUP 1	29
Scope	29
Body	30
Suspension.....	31

Brakes	31
Transmission.....	31
Engine	31
GROUP 2	35
Scope	35
Body	36
Suspension	37
Brakes	38
Transmission	38
Engine.....	38
GROUP 3	39
Scope	39
Body	39
Dimensions	41
Suspension	41
Brakes	41
Transmission	41
GROUP 4	42
Scope	42
Body	42
Dimensions	43
Suspension	43
Brakes	43
Transmission	43
Engine.....	43
GROUP 5	44
Scope	44
Body	44
Dimensions	45
Suspension	45
Brakes	45
Transmission	45

GROUP 6	46
Scope	46
Body	46
Dimensions	47
Suspension	47
Brakes	47
Transmission	47
Engine	47
ADDITIONAL SUPPLEMENTARY REGULATIONS	48
What are ASR's?	48
Final Instructions	49
Results	49
Protests and Appeals	49
Interpretation	51
Announcement	51
Competitors Eligibility	51
Vehicles Eligibility	51
Permit	51
Entries	52
Entry Fees	52
Schedule	52
Officials	52
Timing	53
Drivers Briefing	53
FLAG SIGNALS	53
Red Flag	53
Green Flag	53
Yellow Flag	53
Action	53
EXEMPTIONS PERMITTED	54
Note	54
Exceptions	54

Range55

Trimmings55

THE CHAMPIONSHIP

GENERAL STRUCTURE

The Island Car Club shall promote a National Hillclimb and Sprint Championship consisting of minimum of five (5) events.

The National Hill Climb Championship calendar is defined at the start of the year / end of the previous year and shall designate the number of expected rounds for the championship (X). The Rule shall apply ONLY if (X) events are completed and considered as valid under the ICC / National Competition Rules. (X) which designates the number of events held in one championship year has to be 6 or greater.

The competitors will have (X)-1 events counted towards their championship points.

The competitors that by choice / their circumstances participate in (X) -1 events will not be able to choose a Round to drop.

Any competitor is free to enrol to all (X) events but will need to choose an event to be dropped from the final standings of the championship within a week of the final round - failure to do so, the dropped event will be at the committees discretion, hence the (X) -1.

Any competitor may opt to NOT participate in an event, but will hence have defined the missed event as their dropped round.

NB. If a competitor is Disqualified from a run OR Round, then that Round CANNOT be chosen as the Round to be dropped. This on the basis that the competitor would essentially be turning a penalty into an advantage.

These events shall be governed by these National Competition Regulations, by Additional Supplementary Regulations (ASR) issued for the event.

The location and dates of the events shall be communicated to all club members, at the start of the season when possible - and preferably three weeks prior to the date of the event. The organiser reserves the right to alter set dates and venues.

The club may, from time to time, include other classes (not specified in Section 6 - Groups and Classes) in the competition. These vehicles shall not be considered for championship

standings and shall not accumulate championship points. 'Ad Hoc' rules and regulations for these classes only shall be specified in the ASR's for that event in which they are accepted.

Guest class participants are allowed a maximum of 4 events with the same vehicle during any one championship.

NATURE OF COMPETITIONS AND COMPETITORS' RESPONSIBILITIES

The competition is based on a determined track being driven in the shortest possible time. The start will be from a standing start with the engine running.

Timing will commence only when the car activates the timing mechanism.

Timing will finish once the car has activated the timing mechanism.

Drivers will be under starter's orders from the time that they are instructed to proceed to the start line by an official.

The starting order shall be at the discretion of the organisers.

Competitors must obey the start marshal's call for line up. Failure to line up within 30 seconds of the start marshal's final call shall lead to disqualification unless the Clerk of the Course (CoC) accepts responsibility of shortcoming of the organising club. In the case a competitor fails to line up and claims a valid reason for being late, the matter shall be put to the Clerk of the Course (CoC) who shall decide on one of these options:

- a) - not to accept the reason proposed and order the competitor to forfeit the run. In this case, all rules regarding the run shall be observed as though the competitor failed to finish the run under normal circumstances.
- b) - allow the run but reserve the right for its validity at a later time. In this case the competitor must be informed that he is racing under protest and that future judgement is being reserved as to the validity of his run.
- c) - accept the reasons put forward by the competitor and allow the run.

Timing accuracy will be to at least the previous 1/1000th of a second.

RUNS STRUCTURE & INSTRUCTIONS

The competition shall consist of at least one practice run (not necessarily timed) and either 1 or 2 timed runs. Unless otherwise stated in the ASR's, the better of the two official timed runs will count towards the result. In the case of an event with only one official fully timed run, that time shall count towards the result. To be eligible to compete in the timed runs, a competitor must have completed the practice run on the day or have completed a timed run in an event on the same track up to a year before.

The order of merit will be by the lesser time taken to complete the course. In the event of a tie, the time of the next fastest official timed run shall be compared. Times recorded in practice shall not be used in the official results. In the event of a further tie, the result shall be considered a tie for all purposes of awards and championship points.

Once a car has crossed the finish line it must slow down and proceed to the paddock as directed by the marshals, and shall await instructions to return to the start paddock under the control of the Clerk of the Course. Failure to slow down at the finish or undisciplined speeding after the finish line may lead to a fine or disqualification from the race. There shall be no overtaking on return to the paddock.

Drivers must wear all protective equipment at all times while on track, and on return to paddock. No passengers are allowed in race vehicles during race and return to paddock. Breaking of these rules is subject to disqualification from the event.

To be classified as a finisher, a competitor shall have completed at least one official timed run.

The organising club may, at its discretion, allow competitors to take part with two cars. In such cases the fact must be stated in the ASR's issued for the event. Unless otherwise stated, competitors may not take part with more than one vehicle. When the competition allows more than one vehicle per competitor, the following rules shall apply:

- a) The cars may not belong to the same class
- b) For championship overall points scoring, only the HIGHEST Group car shall be eligible for points. I.E. if a competitor opts to take part with a group 2 and a group 5 car, only the points scored by the Group 5 car in its overall position shall be taken into consideration for overall championship points. For championship class points both scores shall apply.
- c) The onus of being at the start line in time for the departure lies solely with the competitor. Failure to report at the start as envisaged by these rules shall have the competitor forfeit his/her run.

A competitor shall not use any outside assistance whilst competing his run. If for any reason a competitor stops on the circuit, he shall report immediately to the nearest marshal, who will organise the removal of the vehicle from the track.

Competitors shall obey immediately any instructions of any marshals and/or officials whether the instructions are given verbally or by signal. A list of flag signals is found in FLAGS SIGNALS.

By taking part in the event, a competitor agrees that the organisers have the sole responsibility, either themselves, or through any officials and/or marshals, for removing a competitor's car from the track should it, for any reason, stop on the track.

If through his own error, a competitor fails to record a time, he/she shall not be entitled to a re-run. In this matter, the Clerk of the Course is a judge of fact and his decision cannot be protested.

A competitor will be allowed a re-run if he is stopped during the course of his run by a marshal, or for any technical reason or otherwise, not through the competitor's fault, an official time was not recorded. Re-runs will only be given in timed runs, be it practice timed run or official timed run.

Vehicles with windows shall require to have all windows wound up fully.

POINTS AND AWARDS

At the end of the championship, the club shall declare the Malta Speed Champion as follows:

Overall Hill-Climb Champion - first, second and third

Class Hill-Climb Champion - first for each class as described in Section 6.

Points for the championship shall be scored as follows:

Overall Points

1st - 9 points

2nd - 6 points

3rd - 4 points

4th - 3 points

5th - 2 points

6th - 1 point.

Class Points

1st - 8 points

2nd - 5 points

3rd - 3 points

4th - 2 points

all remaining finishers 1 point

Awards for Individual Event

First, second and third for a class of six or more

First and second for a class of four or five

First for a class of three or less

Awards for Championship

First, second and third Overall

First for each class, provided that the winner of the class has acquired a minimum of 10 points.

The following categories will also use the same point system used as class points and will be awarded at the end of each championship. The categories are as follows:

- Fastest front wheel drive
- Fastest rear wheel drive
- Fastest four-wheel drive
- Fastest over 60 years of age driver
- Fastest Under-25 - (not completed 26th birthday before last race)
- Fastest Guest
- Fastest Female
- Fastest Classic
- Fastest Street Class

GENERAL PROVISIONS

TRACK & COURSE REQUIREMENTS

Where there are no natural features defining the course, it must be marked by suitable means. The course, if on sealed surface, shall be thoroughly swept and in good repair. If necessary, the course shall be kept swept during the event.

CHANGING TRACK CONDITIONS

The Clerk of the Course (CoC) has the responsibility of determining the changing safety standards of the track and stopping the event (temporarily or permanent) should these standards deteriorate during the running of the event. E.g. if spectators should build up to uncontrollable levels during the running of the event, the Clerk of the Course (CoC) may order a temporary halt to proceedings until spectator control is again assured. Also, if the track gets wet (with rain etc.) the Clerk of the Course (CoC) shall determine whether the extent of grip offered is considered an excessive risk. If, in his opinion, this is the case, he may order that the event be canceled, postponed or declared a wet race.

In the event of a cancellation of an event, if one official timed run (other than practice run) has been completed by all participants, the placing shall be determined on the basis of that run and the event shall be valid for the championship in the normal way. If no official timed runs have been completed by all participants, the event shall be null and void.

SAFETY

- There shall be at least one ambulance with qualified first aid personnel in attendance throughout the meeting as per safety plan.
- There shall be at least one vehicle equipped with a minimum of two 10KG dry powder (or equivalent) fire extinguishers, for use as a fire tender.
- The organisers shall provide at least one break down truck to be in attendance throughout the meeting.
- First aid vehicles shall only proceed onto the track under the directions of the Clerk of the Course.

COMPETITORS' REFUELLING

Competitors will not be allowed to keep more than one 25 litre container of fuel, properly sealed in the paddock. The competitor must have a fire extinguisher at hand when refuelling is in progress.

MARSHALLING POSTS

Marshal's posts shall be established at the start, finish, and every corner of the track and at such points as are necessary to keep observation of the whole track and enable officials to reach the scene of an incident within 30 seconds.

The minimum requirements at each alternate marshal's post shall be:

- 1 fire extinguisher (preferably dry powder)
- 1 set of marshalling flags.
- 1 stiff broom
- 1 shovel

SCRUTINEERING

GETTING STARTED

Vehicles must be presented for scrutineering and practice as instructed by the organiser.

Any competitor not reporting as instructed may be fined or excluded by the Steward. If a competitor is unable to attend official scrutineering, he/she must inform the organiser or the scrutineer in advance and may have his vehicle passed at a time and place agreeable to the scrutineer.

A late scrutineering fee will be charged. The fee for late scrutineering will be twenty Euro (Euro 20) payable directly to the scrutineer.

No vehicle may compete in the event until it has been passed by the official scrutineer.

The onus of proof on technical matters relating to vehicles lies solely with the competitor. In cases of query, the officials may request documentation from the competitor as such proof. This documentation may consist of workshop manuals, published material, agents' notes or other authoritative matter which, in the opinion of the officials, can be accepted as proof. However once verified, the original material may be photocopied and duly stamped and signed by club officials for future use. Copies of all material so verified shall be kept by the club and made available to subsequent competitors.

If after scrutineering, any vehicle is altered in any manner that may effect it's eligibility, or is involved in any incident that may have the same effect, it shall be re-presented for scrutineering. The onus on re-presentation rests with the competitor.

VEHICLE REQUIREMENTS

BODY

All vehicles must be of sound construction and mechanical condition and be well maintained and cannot incorporate any temporary parts in their construction. There must be no sharp or protruding surfaces on the interior or exterior of the vehicle.

All glass lights or reflectors over 5 cms in diameter must be covered with self adhesive tape or any other material that shall prevent glass from falling on the track in the event of breakage. All vehicles must be fitted with bodywork, including a driver compartment isolated from: the engine , exhaust systems, batteries, gearbox, hydraulic reservoirs, transmission parts, brakes, road wheels, their operating linkages and attachments, petrol tanks, oil tanks, radiators, water header tanks and catch tanks.

All vehicles must have a bonnet or casing of metal or solid non-flammable material covering and surrounding the main engine structure.

BULKHEAD

All vehicles must have a protective bulkhead of non-flammable material between the engine and driver/passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with GRP or putty that completely closes any gap at all times. Magnesium is prohibited for bulkheads.

FUEL-OIL LINES

All vehicles must have lines carrying coolant, oil or fuel, if non-metallic, internally or externally metal braided hydraulic pressure hose. This applies only to lines passing through the driver/passenger compartment. No such lines may pass through any tubes forming part of the chassis structure or the roll cage, and in-between running boards and cage tubing.

All vehicles fitted with fuel fillers in a closed boot, or under closure, must have collector/spill trays incorporated to drain outside the vehicle.

EXHAUST

All vehicles must not have any part of the exhaust system protruding to the rear of the bodywork more than 15cm.

FLOOR

All vehicles must have a complete floor of adequate strength rigidly supported within the driver/passenger compartment.

COCKPIT

With the exception of Group 5 and 6 vehicles all vehicles must have a bodywork providing a minimum transverse cockpit opening width of 81 cms. This width may not be interrupted. All vehicles must have a minimum distance of 183 cms. between the centre lines of the foremost front and rearmost rear substantial load-carrying wheels, unless complying with an approved formula.

All vehicles must have positive fastenings for all doors and all hinged or detachable parts of the bodywork.

Any vehicle having plastic windscreens or windows must utilise plastic not less than 4mm thick.

All vehicles must have effective means of ventilating closed vehicles.

Tinted glass in any window which can effect through vision (in or out) is prohibited.

All cars must have a steering wheel acceptable to the scrutineer.

SEATS

All vehicles with exception of group 5 and 6, must have a normal adequate seat for the driver. The seat must be rigidly located within the compartment and must not tilt, hinge or fold unless it is a seat fitted with a serviceable locking mechanism preventing independent operation. It must support and retain the driver within the vehicle.

For technical regulation regarding seats please refer to:

MSA Yearbook 2022 - Section K or FIA ISC Appendix J

In all groups, the maximum time for the driver to get out of the vehicle should not exceed ten seconds.

SUSPENSION

All vehicles must be fitted with sprung suspension between the wheels and the chassis. Suspension must be controlled to avoid fouling of wheels on chassis or bodywork.

All cars must have steering movement controlled to avoid fouling of wheels on chassis or bodywork.

Rear wheel or four wheel steering is prohibited unless fitted to the standard vehicle.

TOW POINTS

All vehicles must have clearly marked tow points for front and rear (not necessarily at the ends of the vehicle).

WHEEL SPACERS

No vehicle may be fitted with any wheel spacer exceeding 2.5 cms in thickness or of less than hub diameter. Multiple or Laminated spacers are prohibited.

ADDITIONAL ITEMS

All cars may have sump guards, strut braces, bull bars and spot lights together with associated brackets added at will

SUNROOFS

Sunroofs are allowed in any vehicle provided that in the case of glass sunroofs the sunroof must be isolated from the passenger compartment by a cover made of metal or other material approved by the scrutineer placed inside the passenger compartment directly underneath the sunroof in such a manner as to prevent any object or material from entering the passenger compartment in the event of a breakage of the sunroof.

Glass sunroofs which are not made of laminated glass must be externally covered with self adhesive tape or other material approved by the scrutineer that shall prevent glass from falling on the track in the event of breakage. of the sunroof

In the case of soft material sunroofs a diagonal cross of roll cage tubing conforming with the rules on roll cages must be fitted.

BRAKES

The brakes shall function correctly on all four wheels. All brake lines and seals are to be in good condition and free from leaks. They are to be positioned at a safe distance from the exhaust system or any moving parts.

ENGINE

When calculating the cubic capacity of an engine, the following adjustments shall be made :

- Diesel engine - Cubic Capacity divided by 1.4
- Forced induction - Cubic Capacity multiplied by 1.4
- (Super-charged or Turbo-charged engines).

When calculating the cubic capacity of a rotary (Wankel) engine, this shall be taken to be 1.5 times the difference between the maximum capacity and the minimum capacity of the combustion volume.

Oils used may be of any type.

Fuels used maybe of any type except methanol.

Oil breather pipes shall be directed either into the induction system or into a special recipient. This recipient shall be securely fastened in the engine compartment in such a way that its contents cannot spill onto the hot engine parts. The recipient must have a minimum capacity of half a litre (500ml).

All cars may have oil pick-ups altered and sump baffling added at will. Oil accumulators may be used.

All cars shall have an external positive throttle return control spring

A self-starter capable of being started by the driver, normally seated, is recommended for all vehicles. When competitors opt not to have a self-starter fitted, it is up to the said competitors to be lined up for the green light in the order of the starters list. Failure to line up on time or delays due to not being able to start the car shall lead to the driver losing his/her run or other penalties contemplated in these rules.

WHEELS AND TYRES

Wheels and tyres must be in good condition and free from defect. Spoke wheels shall not have any loose or missing spokes. All hubcaps and wheel trims shall be removed. Normal road tyres shall have at least 1 millimetre of thread on the surface in contact with the road.

Tyre warmers may be utilised.

SOUND

SOUND TEST REQUIREMENTS

- Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at an angle of 45° with the exhaust outlet and at a height of 0.5 to 1.0m above the ground.
- Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0m from the centre line of the vehicle at 90° to the centre line of the vehicle, with the microphone 1.2m above the ground.
- Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0m (in the 0.5m test) or within 10.0m (in the 2.0m test).
- Background sound levels should be at least 10dB(A) below the measured level.
- Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.
- During testing cars should run engines at 40% of their total rev range.
- The 2.0m test can be made from either side of the car.
- The highest reading registered being the one needing to comply with the maximum noise requirements.
- Sound testing may be carried out before taking part in any competition.
- It is stressed that all participants in motor sport, competitors, officials, marshals, etc., should be aware of, and protect themselves from, noise.

MAXIMUM NOISE LIMITS

HILLCLIMB AND SPRINT MAXIMUM AT 40% OF TOTAL REV RANGE

110dB at 0.5m

98 dB at 2.0m

SAFETY REQUIREMENTS

ROLL OVER PROTECTION SYSTEM (ROLL-CAGE)

Guest and Street classes - Fitting of roll-cages is highly recommended but not compulsory, unless stated in the ASR's for that particular group or class within that group.

Group 1, 2, 3, 4, 5, 6 - Fitting of roll -cages is compulsory and must conform to the following rules

For technical regulation regarding roll cages (ROPS) please refer to:

MSA Yearbook 2022 - Section K or FIA ISC Appendix J

SAFETY ENGINE CUT-OUT SWITCHES

All cars except Street Class shall have a battery and engine cut-out switch, for Street Class it is still highly recommended. This switch must be capable of killing the engine at 2000 rpm and must also cut current to all electrical mechanisms.

The position of the switch shall be marked by a blue triangle with a red outline. The switch must have a positive "On-Off" position and must be easily operated from the outside as well as from the inside by the driver when normally seated with the seat-belt secured.

FIRE EXTINGUISHERS

Fire extinguishers of the type suitable for electrical Fires must be installed.

For Groups 1, 2, 3, 4, 5, 6 this must be securely fixed within the passenger compartment and easily reached or activated by the driver from a seated position.

All competing vehicle require a fire extinguisher of not less than 1 kilogram.

SAFETY BELTS

Street Class - Vehicles shall be fitted with properly mounted seat belts consisting of a minimum of 3 mounting points.

For technical regulation regarding seat belts please refer to:

MSA Yearbook 2022 - Section K or FIA ISC Appendix J

In groups where H.A.N.S Device is required – Safety belts should be of adequate width and specification to work with said device.

FIREPROOF CLOTHING

Fireproof clothing is required as follows :

Guest Classes – Fire retardant gloves are compulsory. Fireproof overalls are strongly recommended.

Groups 1, 2, 3, 4, 5 & 6 - Fireproof overalls are compulsory. Including fireproof gloves.

For technical regulation regarding fire proof overalls (race suit) please refer to: MSA Yearbook 2022 - Section K or FIA ISC Appendix J

CRASH HELMETS

All drivers must wear a Crash Helmet.

For technical regulation regarding Crash Helmets please refer to:

MSA Yearbook 2022 - Section K or FIA ISC Appendix J

In groups 5 and 6 or in open-top vehicles the helmet must be fitted with a visor unless the driver wears goggles.

Non-Homologated helmets as described are accepted in Street and Guest Classes for road going vehicles as long as the scrutineer considers them as safe.

H.A.N.S (HEAD AND NECK SUPPORT)

For technical regulation regarding H.A.N.S devices please refer to:

MSA Yearbook 2022 - Section K or FIA ISC Appendix J

All drivers in groups 1, 2, 3, 4, 5, and 6 must wear a HANS device. All drivers in these groups will NOT be allowed to race without wearing a HANS and adequate safety harnesses to go with it.

DRIVER AIDS

- Electronic and Pneumatic Paddle Shift may be utilised/used in all categories in Groups 3, 4, 5 and 6, and in groups 1 and 2 when fitted from factory.
- Electronic Traction Control may be utilised/used in all categories in Groups 3, 4, 5 and 6, and in groups 1 and 2 when unless fitted from factory.
- Anti-Lag and Launch Control may be utilised/used in all categories in Groups 3, 4, 5 and 6, and in groups 1 and 2 when unless fitted from factory.

OTHER

In order to be eligible to compete in Groups 4, 5 or 6, a driver shall have raced and classified as a finisher in at least three previous events.

Driver's name and blood Group must be affixed on the top side of the driver's door.

GROUPS AND CLASSES

GUEST CLASS

Class 1	Up to 1150cc
Class 2	From 1151 cc to 1400cc
Class 3	From 1401 cc to 1700cc
Class 4	From 1701 cc to 2200cc
Class 5	Over 2200cc

STREET CLASS

Class 1	Up to 1150cc
Class 2	From 1151 cc to 1400cc
Class 3	From 1401 cc to 1700cc
Class 4	From 1701 cc to 2200cc
Class 5	Over 2200cc

GROUP 1

Partially modified production cars

Class 1	Up to 1150cc
Class 2	From 1151 cc to 1400cc
Class 3	From 1401 cc to 1700cc
Class 4	From 1701 cc to 2200cc
Class 5	Over 2200cc

GROUP 2

Fully modified production cars

Class 1	Up to 1150cc
Class 2	From 1151 cc to 1400cc
Class 3	From 1401 cc to 1700cc
Class 4	From 1701 cc to 2200cc
Class 5	Over 2200cc

GROUP 3

Silhouette vehicles

Class 1	Up to 1600cc
Class 2	From 1601cc to 2200cc
Class 3	Over 2200cc

GROUP 4

Racing special vehicles

Class 1	Up to 1150cc
Class 2	From 1151cc to 1400cc
Class 3	From 1401cc to 1700cc
Class 4	From 1701cc to 2200cc
Class 5	Over 2200cc

GROUP 5

Sports racer vehicles

Class 1	Up to 1000cc
Class 2	From 1001cc to 1400cc
Class 3	From 1401cc to 1600cc
Class 4	From 1601cc to 2000cc
Class 5	Over 2001cc

GROUP 6

‘Formula’ Vehicles and open wheelers

Class 1	Up to 1000cc
Class 2	From 1001cc to 1400cc
Class 3	From 1401cc to 1600cc
Class 4	From 1601cc to 2000cc
Class 5	Over 2001cc

GUEST CLASS

SCOPE

Guest class is intended for newcomers to try out the sport. Guest class participants are allowed a maximum of 4 events with the same vehicle during any one championship, and are not eligible for championship points.

VEHICLE

The vehicle must conform to the rules and specifications of one of the groups specified further in this document.

STREET CLASS

SCOPE

Street Class is intended for road going vehicles with a valid Vehicle Roadworthiness Test (VRT). This class aims to maintain expenses (both in preparation and running) to a minimum.

VEHICLE

Vehicles competing in this category must conform to the national road regulations and possess a valid VRT test.

Tyres used in this category have to be road legal. Slicks are not permitted.

AUTOCROSS GROUP

Please refer to attached Autocross rules by ASMK (Assocjazzjoni Sport Muturi u Karozzi)

CLASSIC GROUP

Please refer to attached Classic rules by Malta Classic.

GROUP 1

SCOPE

Group 1 is intended for partially modified production cars. Minimal modifications are allowed with the following aims:

- a) - To maintain expenses (both in preparation and running) to a minimum
- b) - To allow only modifications which, without conflicting with the objectives of a) and b) above, permit closer and more balanced competition.

In this group, no modifications are allowed unless expressly permitted by these regulations. When a car is referred to as a standard production car, the following exceptions shall be taken into consideration

- c) - For a car to be eligible to compete in this Group the vehicle and all parts thereof must have been originally available through the normal commercial channels of the manufacturer

Excluding Special Tuning Departments in quantities of not less than 1000 vehicles or 1000 parts within 12 consecutive months

- d) Competitor must provide an AutoData/Fisch for the vehicle he wishes to participate with.

The onus of proof on mechanical details lies with the competitor who shall provide any official document which can confirm his claims in the event of protests or queries by the organisation (see section 3)

Optional extras shall be considered as standard equipment and may be used by vehicles in Group 1 provided the drivers can show documentary proof that these extras were obtainable by order through the showroom outlets. Options only available through Special Tuning Departments (even if these departments are factory owned) are not considered as standard equipment and cannot therefore be used in Group 1

Moreover such parts must comply with the minimum number requirement of this Group

BODY

All trim internal and external must be to factory standard. Internal upholstery trim may not be removed or substituted. Dashboard trim must be to factory standard. The instrument binnacle and/or dashboard may only be modified only in so far as to allow a roll-cage component to pass through the space otherwise occupied by the said binnacle and/or dashboard. If to fit a roll cage the door interior panels have to be removed this will be accepted but a custom made replacement accepted by the scrutineer must be installed.

Centre console may not be removed. Carpet, roof upholstery and rear seats only may be removed. Passenger seat may not be removed. Steering, seats and seat belt may be changed.

The steering wheel, driver's seat, instrumentation and wiring may be altered so long as they are not considered a safety risk by the scrutineer.

All body parts must be to factory standard. No holes, etc. are allowed except for normal mounting items such as aerials, spot lights, and others which are not considered by the scrutineer to be performance inducing.

The windscreen may be replaced by a laminated one but all other glass must remain to factory standard.

Wheels may be changed. The diameter of the factory fitted wheels may be increased or decreased by a maximum of 1 inch. The material of the rim is free but the rim and tyre must be to factory standard. Wheel embellishers and hub caps must be removed.

Tyres may be of any make. Only road legal tyres may be used. Tyre size may be increased/decreased by one step (10mm) only. For example if the vehicle came with a 175 tyre, it can only be increased to 185 only.

SUSPENSION

The original suspension principles must be retained. Cars with leaf spring suspension may not be converted to coil springs. The original factory parts must be retained. Ride height may be altered. Spring rates are free. Suspension rubber may be changed to another material. All suspension parts must connect to the standard mounting points. 'Coil-Over-Shocks' may not be utilised unless fitted to the standard model by the manufacturer. Only factory specifications shocks may be used. No adjustable shock may be used unless fitted to the standard model by the manufacturer. Stabilizer rates may be altered but factory mountings points must be retained.

BRAKES

The braking system must be to factory standard, but the brake pad or lining material may be altered.

TRANSMISSION

All transmission parts must be to factory standard.

Clutch assemblies or part thereof only may be uprated to organic. The clutch diameter may not be altered. The pressure plate face may not be perforated.

ENGINE

Cubic Capacity - The cylinder block may be re-bored by not more than 1mm (40 thou), and when calculating the cubic capacity of an engine the original engine capacity shall be used for class purposes.

Bottom End - Modifications to the bottom end are permitted as described in this clause only. Any modification to the bottom end not expressly described in this clause is prohibited.

a) - The crank assembly (i.e. crankshaft, flywheel, pressure plate and pulleys) may be balanced. Balancing must be done by the usual method of having holes drilled in the metal or grinding. The units must not be unduly lightened, machined or polished beyond the minimum necessary for the purposes of balancing. The Chief Steward or person adjudicating any protest has the discretion of deciding whether the units were unduly lightened or modified except in the following cases:

- 1) If a crankshaft is no more than 3% lighter than the weight specified by the manufacturer it shall be considered as within specification and legal.
- 2) If a flywheel is no more than 5% lighter than the weight specified by the manufacturer it shall be considered as within specification and legal. 3) In cases of 1) and 2) above a discrepancy of 2 grams shall be accepted to allow for discrepancies in weight measuring equipment.

- b) - The sump may be modified with the addition of sump baffles to prevent oil surge.
- c) - Oil pick-ups may be moved or extended to avoid oil surge. Oil accumulators may be used.
- d) - Connecting rods may be balanced. Balancing must be done by the usual method of having holes drilled in the metal or grinding. The units must not be unduly lightened, machined or polished beyond the minimum necessary for the purposes of balancing. The Chief Steward or person adjudicating any protest has the discretion of deciding whether the units were unduly lightened or modified except in the following cases:

If the individual rods are no more than 5% lighter than the weight specified by the manufacturer it shall be considered as within specification and legal. A discrepancy of 2 grams shall be accepted to allow for discrepancies in weight measuring equipment.

Pistons utilised must be:

- 1) Specifically made for the engine in question.
- 2) Be of the same casting type as the standard item (e.g. forged, cast etc.)

Cylinder Head - Modifications to the cylinder head are permitted as described in this clause only. Any modification to the head not expressly described in this clause is prohibited.

- a) The height of the cylinder head may be altered by machining (i.e. the head may be lowered). The maximum compression ratio obtained must not exceed 0.5 from the standard compression ratio.
- d) Valves must be the factory standard ones.
- e) Valve springs must remain to factory standard.
- f) Valve seating may be recut.
- g) The original combustion chamber configuration must be retained. Thus, a hemispherical chamber cannot be converted to bath-tub or pent-roof etc. The chamber may be re-profiled by the removal of metal. No metal may be added to the chamber.

Carburation - Carburation may be modified as described in this section. Any other modification not expressly described herein are prohibited.

- a) - All parts controlling fuel feed must be standard specifications. Surge tank of up to 2 Litres may be installed additional fuel pump may also be installed however pressure regulator, injector and rail must be the standard ones. The original fuel tank may not be removed or modified.
- e) - Cars with fuel injection must retain the original factory system
- f) - Inlet manifolds Must be of standard specifications.

Exhaust System - Exhaust manifold must be standard. Exhaust after manifold is free.

Ancillaries -The fan and generator must be fitted and connected. Air Filter must be standard. Only the material of the panel filter may be changed.

Cooling - The radiator is free so long as it is mounted in the original position. An expansion tank must be fitted in such a way that water shall not spill onto the track should the engine overheat. Electric fans may be fitted and in this case the original fan may be removed. The thermostat is free.

Turbo - Intercooler and induction pipes must be the standard ones and the one's specifically fitted to the particular model by the manufacturer.

ECU – ECU is free.

Steering wheels may be changed.

GROUP 2

SCOPE

Group 2 is intended for fully modified production cars but retaining standard bodywork.

The following aims must be met :

- a) The cars must appear similar to the original factory vehicle, with minor alterations internally or externally.
- b) The cars may easily be converted back to road specifications

When a car is referred to as a production saloon vehicle the following exceptions shall be taken into consideration.

- a) For a car to be eligible to compete in this Group the vehicle and all parts thereof must have been originally available through the normal commercial channels of the manufacturer excluding Special Tuning Departments in quantities of not less than 1000 vehicles or 1000 parts within 12 consecutive months
- b) Vehicles possessing mechanicals of another car in the same model range shall be accepted (same manufacturer, model, production run) even though the car in question was not itself originally sold with the mechanicals - provided that the layout/ configuration of the engine, gearbox and driven axle are the same for both vehicles.
- c) When b) is done body trimmings shall not be taken into consideration
- d) When b) is done, all mechanical parts concerning engine transmission suspension and brakes must be to the specifications of the claimed vehicle
- e) When b) is done, differences in bodies of the model are not taken into consideration. E.g. a four door car may have mechanicals of a GT model even if this GT model was not produced in four door models. Moreover estates shall also be accepted.

The onus of proof on mechanical details lies with the competitor who shall provide any official document which can confirm his claims in the event of protests or queries by the organisation.

BODY

All trim internal and external must be to factory standard. Internal upholstery trim may be completely removed or substituted. Dashboard trim must be to factory standard but gauges, tell lights and instrumentation may be changed at will. The instrument binnacle and/or dashboard may be removed or modified only insofar as to allow a roll-cage component to pass through the space otherwise occupied by the said binnacle and/or dashboard.

All body work must remain to factory standard with the exception of wheel arch extensions. These shall extend the existing wheel arches outwardly to a maximum increase of 6 inches in width. The standard wheel arch may be trimmed radially up to 6 inches. Wheel arch inner panels may not be modified except to allow for the said radial trimming.

The steering wheel, driver's seat, instrumentation and wiring may be altered so long as they are not considered a safety risk by the scrutineers.

All parts must be to factory standard. No holes, etc. are allowed except for normal mounting items such as aerials, spot lights, etc. and for fitting the induction system as explained hereunder.

The Induction System is to be taken as meaning only Air Induction Ducting Pipes, Ram Pipes/Trumpets, Carburettors and Fuel Injection Bodies.

The engine bay i.e. front or rear panel, inside mud-guards, bulkhead, bonnet or engine cover can be modified only as follows:-

a) - By manufacturing a closed metal protrusion within which to fit the induction

In the case of side draft carburettors or fuel injection bodies this protrusion must be of a depth of not more than 80mm from the adjacent standard bulkhead, inside mud guard, front or rear panel fuel injection bodies this protrusion must be of a In the case of down draft carburettors or height of not more than 80mm from the adjacent standard bonnet or engine cover and of a length and width of not more than 80mm from the outer edge of the Ram Pipes/Trumpets.

b) -By perforating the front or rear panel and inside mud guards to route Air Induction Pipes. A maximum of two air induction ducting pipes may be used, and may be routed to the induction by perforating only the front or rear panel and the inside mudguards for a diameter not exceeding 77mm per air induction pipe.

The windscreen may be replaced by a laminated one and all other glass may be replaced by transparent polycarbonate of not less than 4mm thickness

Wheels may be changed, but the maximum diameter difference from the original wheel shall be of three inches (3"). Wheel embellishers and hub caps must be removed. Wheels must not extend beyond the wheel arches.

Tyres may be of any make. The size of tyre shall be within the recommended safety limits for the wheels used. Racing or competition tyres may be used. When competition tyres are used, they must be fitted to all four wheels.

Spoilers may be added or removed.

The battery may be changed. Its location may also be changed. If the battery is to be located in the passenger compartment, it must be of the sealed type. Battery has to be securely mounted and covered completely.

All standard light fittings must be present, but not necessarily working. Wiring may be removed.

The fuel tank and all its ancillaries its' location are free. If the fuel is to be located in the passenger compartment, it needs to be a minimum of 900mm away from the battery. Both fuel tank and ancillaries must be completely covered.

SUSPENSION

The original suspension principles must be retained, thus cars fitted with leaf spring suspensions may not convert to coil springs, etc. Anti roll bars, traction bars, panhard rods, etc. may be fitted or removed. Spring rates and materials and dampers are free so long as they connect to the standard mounting points.

"Coil-over-shocks" may be utilised.

Suspension Rubber Bushes may be replaced by other material and Spherical Bearings (Rose Joints) may be used. The material of the suspension parts is free, however sub-frames, cross-members and axles must remain as factory standard. The material of wheel and gearbox hubs, drive shafts and CV Joints are free. In fitting traction bars, panhard rods, anti-roll bars etc., the standard bodywork may not be modified except by drilling holes for bolts for the suspension part attachment points or by welding the suspension part attachment points to the standard body.

BRAKES

Brakes are free, subject to the Vehicle Requirements rule on brakes. Anti-Lock Brakes (ABS) cannot be used unless fitted to the standard vehicle.

TRANSMISSION

Gear boxes may be substituted. However the replacement must be installed in the same position as the original. Gear ratios are free. Final Drive Ratios are free. Limited Slip

Differentials may be fitted. Gear Selection principle must remain as the standard vehicle. The replacement of the gearbox must not entail the movement of the engine from its original position. Engine mountings may be substituted, added or removed but at least one engine mounting must remain original.

The axle casing in rear wheel drive vehicles cannot be substituted. However the internal parts of the axle may be changed. Thus, final drive ratios are free and a limited slip differential may be installed.

ENGINE

The Engine Block and Cylinder Head must belong to the same family of engines as that fitted to the original vehicle, provided that the number of valves remains as the cylinder head of the original vehicle. Thus for example a Ford Escort Mark I utilising a "Pinto Engine" may utilise the later "205" Block.

The Crankshaft must belong to the same family of engines as that fitted to the original vehicle. Thus for example a Ford Escort Mark I utilising a "Pinto Engine" may utilise the later "205" Crankshaft.

Any other engine modifications are allowed including modifications of existing parts or substitution of the other standard parts with non-standard items. Electronic components may be replaced or modified. Electronic ignition systems may be fitted. Ancillaries - The air filter may be removed. The fan and generator may be removed or replaced.

Cooling - The radiator is free so long as it is mounted in the compartment where the original tank was mounted. An expansion tank must be fitted in such a way that water shall not spill onto the track should the engine overheat. Electric fans may be fitted and in this case the original fan may be removed. The thermostat is free. Steering mechanism is free so long as the original steering box location is retained.

GROUP 3

SCOPE

Group 3 is intended for "Silhouette" vehicles with extensive modifications to mechanical and body parts. Limitations imposed have the scope of maintaining within reasonable limits

a - the expenses involved and b - the risk element.

In this group all modifications and ideas are allowed unless expressly prohibited by these regulations.

BODY

The car body must be derived from a production vehicle. Extensive alterations in material and shape are allowed. Cars must conform to one of the following formats:-

a) The original passenger cage must be retained. That includes original pillars, floor-side members and roof-side and front and rear members. The floor material may be changed. The front factory bulkhead must be retained. In the case of bulkheads made in fibreglass, the material may be changed to metal for safety reasons

OR: b) The engine / gearbox and driven axle must remain as per the original factory layout.

OR: c) If the car in question was originally manufactured in forced induction mode, it shall conform to the requirements as set out in a) and b) above.

The body underside, if altered from factory standard, must be flat bottomed from twelve inches behind the front axle centre to twelve inches ahead of rear axle centre.

Any tyres may be used, however where racing tyres are used they must be fitted to all four wheels. It is recommended that where road tyres are used they be all of the same construction and constitution, i.e. either all radial ply or all cross ply.

The minimum weight of car and driver together shall be as follows.

The method of weighing shall be that the car as it crosses the finish and the driver wearing all the personal safety equipment including helmet, gloves, HANS and gloves, everything shall be weighed together.

Engine Capacity cc Weight Kg

The weight will continue to increase by 15Kg for every 100 cc of engine capacity over 2201cc.

Displacement (cc)	Kilograms (KG)
0cc - 1000cc	385
1001cc - 1100cc	400
1101cc - 1200cc	415
1201cc - 1300cc	430
1301cc - 1400cc	445
1401cc - 1500cc	460
1501cc - 1600cc	475
1601cc - 1700cc	490
1701cc - 1800cc	505
1801cc - 1900cc	520
1901cc - 2000cc	535
2001cc - 2100cc	550
2101cc - 2200cc	565

All body panels shall be securely fastened. Wheel width and wheel diameter are free.

Original glass surfaces may be replaced with clear . transparent polycarbonate (perspex) of not less than 4mm thickness

The driver's seat, pedals and steering wheel and shaft shall be completely to one side of a centre line drawn from the front track to the rear track of the car.

All cars shall have a protective bulkhead of metal not less than 1mm thick, unless the standard factory bulkhead is retained, between the driver/passenger compartment and the engine, and the same driver compartment and the fuel tank sufficient to prevent the direct passage of flame. On rear or mid-engined vehicles, unless the standard bulkhead is retained, this metal bulkhead must extend to window level, the sealing to the roof must be achieved with two sheets of transparent polycarbonate (perspex) of thickness not less than 4mm

spaced not less than 77 mm apart. Total Sealing of the compartment should be completed in GRP or Putty that completely closes any gap at all times.

The driver has to be adequately protected from the possibility of injury as a result of a flywheel/clutch failure

DIMENSIONS

Group 3 must adhere to the following:

Maximum width of any spoiler or wing ahead of front wheels - Not to exceed the width of the car across the front wheels or wheel arches, if the later are fitted.

Maximum width of any spoiler or wing behind front wheels - Not to exceed the width of the car across the rear wheels or wheel arches, if the later are fitted.

Maximum height of any spoiler or wing - Not to exceed the roof of the vehicle by more than 15cm or 110cm from the ground in the case of an open car.

Maximum rear overhang - Not to exceed 40cm from the rear bodywork. Minimum ground clearance - Not to exceed 4cm.

SUSPENSION

Suspension is totally free, provided that it satisfies the scrutineer in terms of safety. Active suspension is not permitted.

BRAKES

Brakes are free, subject to the Vehicle Requirements rule on brakes

Anti-lock braking (ABS) may not be used, unless fitted to the standard vehicle and the vehicle conforms with Body a) rule above.

TRANSMISSION

Transmission is free.

GROUP 4

SCOPE

Group 4 is designed for purpose built racing cars, kit cars, heavily modified production cars not meeting Group 1 or Group 2 or Group 3 or Group 5 or Group 6 requirements and similar cars having few limitations.

Limitations imposed have the scope of maintaining within reasonable limits the expenses involved and the risk element

In this group all modifications and ideas are allowed unless expressly prohibited by these regulations.

BODY

The minimum weight of car and driver together shall be as follows.

The method of weighing shall be that of the car as it crosses the finish and the driver wearing race suit and crash helmet shall be weighed together.

The weight shall increase by 15Kg for every class over 2200cc commencing from 2201cc.

Displacement (cc)	Kilograms (KG)
0cc - 1000cc	385
1001cc - 1100cc	400
1101cc - 1200cc	415
1201cc - 1300cc	430
1301cc - 1400cc	445
1401cc - 1500cc	460
1501cc - 1600cc	475
1601cc - 1700cc	490
1701cc - 1800cc	505
1801cc - 1900cc	520
1901cc - 2000cc	535
2001cc - 2100cc	550
2101cc - 2200cc	565

DIMENSIONS

Group 4 cars must adhere to the following:

Maximum rear overhang - 150cms behind rear wheel axis

Minimum Ground Clearance - 4cms

Ground clearance is measured with the driver on board wearing race suit and crash helmet.

The body underside must be flat bottomed from twelve inches behind the front Axle centre to twelve inches ahead of the rear axle centre.

Maximum Width ahead of Front wheels - Not to exceed 30cms more than the width of the car as measured at the outer front edge of the front wheels.

Maximum Width behind Front wheels - Not to exceed 30cms more than the width of the car as measured at the outer rear edge of the rear wheels.

SUSPENSION

Suspension is totally free as long as it is not of the “Active” type, provided that it satisfies the scrutineers in terms of safety.

BRAKES

Brakes are free, subject to the Vehicle Requirements rule on brakes

Anti-Lock Brake System (ABS) may not be used.

TRANSMISSION

Transmission is free.

ENGINE

Engine is free.

GROUP 5

SCOPE

Group 5 is designed for sport racer cars having few limitations. Limitations imposed have the scope of maintaining within reasonable limits:

- a) the expenses involved and
- b) The risk element

In this group all modifications and ideas are allowed unless expressly prohibited by these regulations.

BODY

The body of the vehicle must be such as to cover all four wheels from the front end of the front wheels to the rear end of the rear wheels and the parts of the body covering the wheels must form an integral part of the body and cannot be wheel arches or similar objects attached to the body and which do not form an integral part of the main body.

Hence the parts of the body covering the wheels cannot be such that they may be removed or detached from the main body.

The minimum weight of car and driver together shall be as follows.

The method of weighing shall be that of the car as it crosses the finish and the driver wearing race suit and crash helmet shall be weighed together.

The weight shall increase by 15Kg for every class over 2200cc commencing from 2201cc.

Displacement (cc)	Kilograms (KG)
0cc - 1000cc	385
1001cc - 1100cc	400
1101cc - 1200cc	415
1201cc - 1300cc	430
1301cc - 1400cc	445
1401cc - 1500cc	460
1501cc - 1600cc	475
1601cc - 1700cc	490

1701cc - 1800cc	505
1801cc - 1900cc	520
1901cc - 2000cc	535
2001cc - 2100cc	550
2101cc - 2200cc	565

DIMENSIONS

Group 5 cars must adhere to the following dimensions: Maximum rear overhang-150cms behind rear wheel axis. Minimum ground clearance of 4cm with driver wearing full safety equipment.

Maximum Width ahead of Front wheels - Not to exceed 30 cms more than the width of the car as measured at the outer front edge of the front wheels.

Maximum Width behind Front wheels - Not to exceed 30 cms more than the width of the car as measured at the outer rear edge of the rear wheels.

SUSPENSION

Suspension is totally free as long as it is not of the “Active” type, provided that it satisfies the scrutineers in terms of safety.

BRAKES

Brakes are free, subject to the Vehicle Requirements rule on brakes

Anti-Lock Brake System (ABS) may not be used.

TRANSMISSION

Transmission is free.

GROUP 6

SCOPE

Group 6 is designed for purpose built racing cars having few limitations. Limitations imposed have the scope of maintaining within reasonable limits

a - the expenses involved and b - the risk element.

In this group all modifications and ideas are allowed unless expressly prohibited by these regulations.

BODY

The minimum weight of car and driver together shall be as follows.

weighing shall be that of the car after it crosses the finish and the driver wearing race suit and crash helmet shall be weighed together.

Engine capacity cc. Weight Kg.

The weight will continue to increase by 15Kg for every 100 cc of engine capacity over 2201cc.

Displacement (cc)	Kilograms (KG)
0cc - 1000cc	385
1001cc - 1100cc	400
1101cc - 1200cc	415
1201cc - 1300cc	430
1301cc - 1400cc	445
1401cc - 1500cc	460
1501cc - 1600cc	475
1601cc - 1700cc	490
1701cc - 1800cc	505
1801cc - 1900cc	520
1901cc - 2000cc	535
2001cc - 2100cc	550
2101cc - 2200cc	565

DIMENSIONS

Group 6 cars must adhere to the following dimensions: Maximum width ahead of front wheels - 150cms Maximum width behind front wheels - 140cms

Maximum height of any part wider than 110 cm. except wings, not to exceed the top of the front wheel rim.

Maximum rear overhang- 150cms behind rear wheel axis.

Ground clearance and maximum height are measured with the driver on board wearing race suit and crash helmet and the car. Minimum ground clearance to be of 4cm.

Roll-over bars and air-boxes are not taken into consideration in establishing maximum height.

SUSPENSION

All types of suspension allowed except 'active' systems, provided that it satisfies the scrutineers in terms of safety.

BRAKES

Brakes are free, subject to the Vehicle Requirements rule on brakes

Anti-Lock Brake System (ABS) may not be used.

TRANSMISSION

Transmission is free.

ENGINE

Engine is free.

ADDITIONAL SUPPLEMENTARY REGULATIONS

WHAT ARE ASR'S?

Additional Supplementary Regulations, are rules which shall have the same force as these rules and regulations, these shall be issued for each event.

The ASR's shall state the following:

- A. The time, date and place of the event
- B. The name of the event and the sponsor, if applicable
- C. Those eligible to compete
- D. Times for reporting for scrutineering, practice and timed runs
- E. How the event will be timed, how many practice and timed runs will be allowed and how they will effect the results
- F. The requirements of competing vehicles and drivers
- G. The number of competitors allowed, the number of classes, and how they are divided
- H. How and when the results will be published
- I. The officials of the meeting
- J. How the cars will be identified
- K. List of awards to be given
- L. Whether any guest classes (i.e. classes not contemplated in these Rules and Regulations) shall be admitted to the event and a suitable description of these classes
- M. Any other regulations as may be required for the efficient running of the event.
- N. Whether competitors may compete with more than one vehicle

In case any clauses within the ASR's issued for an event are in conflict with these National rules, the ASR shall prevail.

FINAL INSTRUCTIONS

Final instructions are meant to clarify any problems of the events or make minor adjustments to the nature of the event. They are not meant to have a profound change on the nature of the event for which a competitor has made an entry.

Final instructions shall have the same force as the Standing Supplementary regulations issued for the event.

A starter's list, as at the date of publication, shall be included with the final instructions.

Final instructions shall have the power to supersede instructions in the ASR's for the event but shall be subject to the provisions laid out in these National rules and regulations. In the event of conflict with the National rules and regulations, any final instructions are considered to be null and void.

RESULTS

Results shall be posted to competitors within seven days of the event.

The results shall contain all official run timings for all competitors.

PROTESTS AND APPEALS

After completion of the event, all competitors and their vehicles must remain for a thirty minute period of protest time under designated paddock marshal's orders. No work or alterations of any sort may be done to the cars within this period. Drivers are required to sign an official result sheet before leaving the event. The official results will be printed 30 mins after the last car crosses the line (protest time). Those not signing the said paper will be deemed as disqualified from the days race.

A protest may be made by any member of the organising Club in respect of any decision, act or omission of any official, competitor or anyone connected with the event.

The protest must be made in writing, accompanied by the appropriate fees and deposits, and presented to the Chief Steward of the event or his chosen delegate within the protest time (30 minutes after the last car crosses the finish line).

Any protests lodged must be read out to competitors at the end of protest time.

A protest fee of hundred euro (Euro 100) must accompany all protests. This fee shall be refunded if the protest is upheld.

When a protest is of a technical nature relating to competing vehicles, a deposit of three hundred euro (Euro 300) in addition to the protest fee, shall be made by the protester. The protested party must also deposit an amount equal to that deposited by the protester. The party to the protest found to be correct, shall have all its deposits refunded. The party found guilty shall forfeit the protest fee (Euro 100), and all costs incurred in checking out the protest shall be deducted from the deposit. The rest of the deposit shall be refunded to the guilty party.

The protested party must declare his intention to contest the protest on the spot. The deposit must be made by the protester and protested within twenty four hours (24 hrs) of the protest. Failure to declare his intention to contest the protest, or to make the deposit within the stipulated time will automatically mean that the protest shall be upheld.

A car being protested on technical grounds may be impounded in a location of the club's choice, or a location of the owner's choice, provided this is acceptable to the Chief Steward. At the earliest convenience, the car shall be checked by an expert appointed by the Chief Steward for the purpose. This expert shall report to the Chief Steward on his findings in relation to the technical protest.

Protests shall be decided by the Chief Steward at a special hearing. The protestor and the protester shall be informed of the place and time of the hearing at least twenty four hours in advance. All effected parties shall have the right to attend the hearing. By effected parties it is meant competitors who would stand to gain or lose points, arising from the decision.

An appeal from the Chief Steward's decision shall be made in writing, accompanied by a fee of one hundred and twenty euro (Euro 120) and presented to the Chief Steward immediately after the decision is announced. This fee shall be refunded if the appeal is subsequently upheld.

The appeal shall be heard by a board of three people appointed by the committee. One person from this board shall be appointed its president and he shall have a casting vote (besides the original vote) in case of a tie. The president of the appeal board cannot abstain from using the casting vote in the case of a tie.

The appeal board's decision is final.

In the case where the Island Car Club's Committee does not find a person to act as the Clerk of the Course (COC), any decisions that according to these rules should be taken by the Clerk of the Course (COC), will be taken by the Island Car Club's Committee where all Committee members present will have one vote. In the case of a tie within the Committee's voting procedure, the Committee will appoint any person of its trust to decide on this particular matter.

INTERPRETATION

Any questions as to the interpretation of these regulations lies with the Chief Steward of the Meeting, and on appeal, with the committee of the organising club.

ANNOUNCEMENT

The (name of organising club) will promote the name hill-climb/sprint to be held at location on date. The event is governed by the National Hill-climb and Sprint regulations and by these ASR's.

COMPETITORS ELIGIBILITY

Those eligible to compete shall be members of CLUBS organising the championship.

VEHICLES ELIGIBILITY

Vehicles eligible to compete shall be Groups 1, 2, 3, 4, 5 & 6 (as per rules and regulations). Also the following classes shall be allowed (optional list of optional classes and temporary rules.)

Booking Procedure and Scrutineering etc. as explained in these ASR's.

PERMIT

Police and/or local council permit has been granted/applied for.

ENTRIES

The Entry List opens on publication of these ASR's and closes on date and time. A maximum number of entries might be implemented by the committee, applicants shall be accepted on a 'first come first served' basis.

Entries shall be done online as per instructions.

ENTRY FEES

The Entry Fee for participation shall be : Euro 85 for members who opt to pay their membership fee of Euro 80 as a lump-sum according to Article 7 of the Island Car Club Statute and Euro 105 for event members who opt to pay their membership at a pro-rata of Euro 20 per event according to Article 7 of the Island Car Club Statute.

Entry fees are to be paid as per instructions – Payments to be settled before start of race.

SCHEDULE

Closing date for applications - date and time=

Scrutineering - date, time and place.

Practice runs - date and time

Official runs - Number, date and time.

Presentation - date, time and place (may be announced a later date).

OFFICIALS

Chief Steward

Clerk of the Course

Scrutineer

Chief Marshal

TIMING

Timing shall be by the organising Club's electronic timing equipment or other means.

DRIVERS BRIEFING

Final instructions may be given out at drivers briefing and these shall have the same force as these ASR's.

FLAG SIGNALS

RED FLAG

Immediately cease driving at speed and proceed slowly to the next marshalling post, and with maximum caution, obeying marshal's instructions, and being prepared to stop should the track be blocked.

GREEN FLAG

Waved: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of the race.

YELLOW FLAG

Single waved: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

Double waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary.

ACTION

FAILURE TO OBEY FLAG SIGNALS WILL BE DEALT WITH, AND DISCIPLINARY ACTION WILL BE TAKEN.

THE ORGANISING BODY AND RACE ADMINISTRATION RESERVE THE RIGHT TO DISQUALIFY AND BAN PARTICIPANTS IF THE ABOVE FLAGS ARE NOT OBSERVED.

EXEMPTIONS PERMITTED

NOTE

According to the competition rules competitors may request minor exceptions to certain rules affecting individual cars. If accepted by the adjudicating board these exceptions shall be listed herein, and shall constitute rules for the use of all competitors.

The basis of the decision of whether to allow the requested exception is based on:

- A genuine claim that a certain spare part is unavailable or almost impossible to obtain.
- The requested exception (normally an alternative part to the standard item required to be used according to the rules) would in no way appreciably enhance the performance of the vehicle and thus grant any advantage to the car in question.

EXCEPTIONS

Car in question - Mini (group 1): - passed May '93

In the case of a Cooper the car is allowed to have drum brakes as per a standard Mini, subject to all provisions in Section 4.2 Vehicle Requirement General.

Car in question - Ford Escort (all groups): - passed May '93

The rear axle drum brakes may be of any dimensions.

Car in question - Alfasud Ti (group 1): - passed May '93

The inlet manifold may be a non-production item of similar design to the production one.

Car in question - Alfa GTam (group 2): - passed Dec '93

The cylinder head on a GTam may be substituted by the cylinder head from the more recent Alfa Twin Spark engines. These heads are of similar design to the original but have extra holes to take twin distributors on either side of the engine.

Car in question - Alfa Sud/Alfa Sprint (all groups):- passed Oct '2000

All models of Alfa Romeo alfa sud may utilise mechanicals of the Alfa Romeo alfa sud sprint and vice versa.

RANGE

For the purpose of determining whether cars are in one range the following points shall be considered :

The cars in question must be produced by the same manufacturer. (eg. Ford, etc) The model must bear the same name. (eg. Escort etc.)

The engine / transmission configuration must be the same. (eg. Front wheel or rear wheel drive or four wheel drive, transverse or longitudinal engine, etc.)

Differences such as 2 or 4 door models or estate versions would be acceptable. Moreover, trimmings such as different badges, handles, hinges, window mechanisms, grills etc. are ignored.

TRIMMINGS

Trimmings are window mechanisms, badges, grills, lights, upholstery, dashboard, and other items not having a major bearing on the car's basic shape.

