THE MMF YEARBOOK 2016
COMPETITION BOOK

THESE REGULATIONS BECOME EFFECTIVE 1ST JANUARY 2016 | THIS PUBLICATION SUPERSEDES PREVIOUS EDITIONS

Table of Contents

Hill Climb and Sprint Regulations

The Championship

The Island Car Club shall promote a National Hill climb and Sprint Championship consisting of five to ten events.

These events shall be governed by these National Competition Regulations, by Additional Supplementary Regulations issued for the event in conformity with Appendix A, and by any final instructions issued for the event.

The location and dates of the events shall be communicated to all club members, at the start of the season - and preferably three weeks prior to the date of the event. The clubs shall be empowered to alter set dates, when circumstances beyond its control force such change in dates.

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 Members competing must fit a roll cage if they compete in more than 3 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 in one of the three following ways:

a) - when the car activates the timing mechanism
b) - the front wheels cross the start line
c) - the timing mechanism gives the Green Light indicating the start.

Timing will finish once the car has activated the timing mechanism or the front wheels cross the finish line.

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 organizers.

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 accepts responsibility of shortcoming of the organizing 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 chief steward 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 1/10th of a second.

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.

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 organize 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 Appendix B.

By taking part in the event, a competitor agrees that the organizers 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.

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 and Class:
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 shall be given for every event as follows:

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 the championship shall be given as follows:

Rules

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:

- Best front wheel drive
- Best rear wheel drive
- Best four-wheel drive
- Best over 60 years of age driver

General Provisions

Track & Course requirements

The width of the track shall not be less than twelve feet (12ft) at any point. This width may be waived by permission from the club committee.
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.

All fixtures for the mounting of television, film cameras or other equipment shall be sited only with the approval of the Chief Steward of the meeting.

Changing track conditions

The Chief Steward 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 Chief Steward may order a temporary halt to proceedings until spectator control is again assured. Also, if the track gets wet (with rain etc.) the Chief Steward 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 cancelled or postponed.

In the event of rain, the Chief Steward has the responsibility of judging whether the extent of water on the track is such that it warrants the race to be declared a WET RACE. Should the Chief Steward so decide, cars must use tyres with thread patterns. Dry slicks (i.e. without any thread) shall not be allowed.

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. It is recommended that a doctor also be in attendance.

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 organizers 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. All first aid vehicles shall show a white flag when on the course.

Competitors' Refuelling

Competitors will not be allowed to keep more than one 5 gallon can of fuel, properly sealed in the paddock. A fire extinguisher must be on 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 stiff broom
- 1 shovel
- 1 fire extinguisher (preferably dry powder)
- 1 set of marshalling flags.

Scrutineering

Vehicles must be presented for scrutineering and practice as stated in the ASR's of the event.

Any competitor not reporting as instructed may be fined (in conformity with appendix B4) or excluded by the Secretary of the Meeting. If a competitor is unable to attend official scrutineering, he/she must inform the scrutineer in advance and may have his vehicle passed at a time and place agreeable to the scrutineer.

A late scrutineering fee may be charged. This must be stated in the ASR's for the event. The maximum late scrutineering Fee shall be twenty Euro (Euro 20).

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. Photocopies of such material shall not be accepted. 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 effects its 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 5cms 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 a bodywork including a driver (and where applicable passenger) compartment isolated from the engine including exhaust systems, wet 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.

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.

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.

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

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

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

With the exception of Group 6 vehicles all vehicles must have a bodywork providing a minimum transverse cockpit opening width of 81 cm. This width may not be interrupted. All vehicles must have a minimum distance of 183 cm 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 with a continuous rim not incorporating any reflex angles in its basic shape. Wheels with flat rim segments (i.e. D Shape) are allowed.

All vehicles 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. The seat cushion (i.e. the part on which the occupant sits) when uncompressed, must not be less than 15.25 cm below the top edge of the adjacent body side or door. Any other seat fitted must similarly comply and all seats must face forward.

If a Group 6 vehicle the maximum time for the driver to get in or out of the vehicle should not exceed ten seconds.

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.

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

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

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 to the rules on roll cages must be fitted.

Sound Test Requirements

1. 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.

2. 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.

3. 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).

4. Background sound levels should be at least 10dB (A) below the measured level.

5. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.
6. During testing cars should run engines at 4000 RPM.

7. The 2.0m test can be made from either side of the car.

8. The highest reading registered being the one needing to comply with the maximum noise requirements.

9. Sound testing should be carried out BEFORE taking part in any competition.

10. 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 4000 RPM
110dB at 0.5m
98 dB at 2.0m 82 `A2262.022 2.0m

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. The brakes are to be able to stop the vehicle within 20 feet at 20 mph.

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. Permitted fuels are:

Pump Fuel (petrol or diesel) Avgas, C12, C13, C14, C15, C16 or any other brand with the same specifications or ingredients although percentages may vary.

Any other fuel acceptable to the organizers following an application for its use.

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 one litre.
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. In the case of timing by traffic lights, timing shall start to run regardless of whether the competitor has left the start line or not.

Wheels and Tyres

Wheels any 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.

No part of the vehicle may touch the ground when both tyres on the same side are completely deflated. Any test must be conducted on flat ground, with the vehicle in racing trim and the driver on board.

Tyre warmers may be utilized during championship events.

Safety Requirements

Roll-cage

Guest 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:

Vehicles with a closed cockpit shall have a Roll-Cage conforming to Diagram 2 in Appendix C and rule (D) and all Roll Cages that are not FIA, CSAI, ONS, RAC or MSA approved shall also conform to the rules of paragraph (A) (B) (C)

Open Vehicles must have a Roll Cage that is FIA, CSAI, ONS, RAC or MSA approved and conforming with rule (D) OR they shall conform to Diagram 1 in Appendix C and to rules (A), (B), (C). and (D).

Group 6 Vehicles must have a Roll Cage that is FIA, CSAI, ONS, RAC or MSA approved and conforming with rule OR they shall conform to Diagram 3 in Appendix C and to rules A, B, C and D.

(A) The material used for the roll-cage, if the Roll-Cage is not FIA, CSAI, ONS, RAC or MSA approved must be:-

(A) Cold Drawn Seamless Carbon Steel. (FE45)

Dimensions (Outside Diameter and wall thickness in mm) 38*2.5 or 40*2.0
(B) Chromemolybdenum. (Chrome Moly)
Dimensions (Outside Diameter and wall thickness in mm) 35*1.5

(B) In any Bends in the Tube the centreline bend radius must be at least three times the tube outside diameter. If the tube is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater.

(C) All Points of the Roll Cage which attach to the vehicle must have a supporting metal plate of not less than 2mm thickness between the Roll Cage Pipe and the vehicle. This applies only where the Roll Cage and the vehicle are two separate units.

(D) All Roll Cages must be installed in the vehicle in such a way as to provide a minimum vertical clearance of 5cm between the driver's head with the driver normally seated and wearing a crash helmet and the Roll Cage Tube.

Safety Engine cut-out Switches

All cars shall have a battery and engine cut-out switch except Guest Members competing not more than 3 events with the same vehicle during any one championship. 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 and 6 this must be securely fixed within the passenger compartment and easily reached by the driver from a seated position.

Capacities required are as follows:
Guest Classes - 1 kilogram
Group 1, 2, 3, 4 and 5 - 2 kilograms
Group 6 - 1 kilogram

Seat Belts

Any Guest Classes - Vehicles shall be fitted with properly mounted seat belts consisting of a minimum of 3 mounting points.

Group 1 - Vehicles shall be fitted with properly mounted seat belts consisting of a minimum of 3 mounting points.

Groups 2, 3, 4, 5 & 6 - Vehicles shall be fitted with a full competition harness of at least four mounting points.

Fireproof Clothing

Fireproof clothing is required as follows:
Guest Classes - Plain overalls (not necessarily fireproof) are the minimum requirement. Fireproof overalls are strongly recommended.
In Guest Classes this rule shall be wavered for the three events entered for.

Groups 1, 2, 3, 4, 5 and 6 - Fireproof overalls are compulsory.

Crash Helmets

All drivers must wear a Crash Helmet and must be approved by the FIA, CSAI, RAC, ONS or MSA, OR it must conform with the British Standard (BS 6658-85) or with the Snell Standard (SA 90 or SA 95), or with the SFI Foundation Inc. Standard (SFI 31.1. or 31.2.). In groups 5 and 6 or in open-top vehicles the helmet must be fitted with a visor unless the driver wears goggles. Non-approved helmets as described are accepted in Guest Classes as long as the scrutineer considers them as safe.

Other

Electronic and Pneumatic Paddle Shift may be utilised/used in all categories in Groups 3, 4, 5 and 6.

Electronic Traction Control may be utilised/used in all categories in Groups 3, 4, 5 and 6.

Anti-Lag and Launch Control may be utilised/used in all categories in Groups 3, 4, 5 and 6.

In order to be eligible to compete in Groups 3, 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

Vehicles shall be split into groups and classes as follows:

Group 1 - (Partially Modified Production Cars)
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 2 - (Fully Modified Production Cars)
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 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 1600cc
Class 2 - from 1601cc to 2200cc
Class 3 -over 2200cc

Group 5 - ("Sports Racer" Vehicles)
Class 1 - up to 1600cc
Class 2 - from 1601cc to 2200cc
Class 3 -over 2200cc

Group 6 - ("Formula" Vehicles. Open Wheelers)
Class 1 - up to 1600cc
Class 2 - from 1601cc to 2200cc
Class 3 - over 2200cc

Guest Classes &Special Groups
Any number of classes

A car may compete in a class higher than that in which it naturally belongs to.

Group 1

Scope

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

a) - To be eligible to compete in this group the vehicle must pass a VRT test however emissions, airbags and db sound levels will not be taken in to account. A VRT certification is not necessary however the scrutineer reserves the right to ask for an unofficial certification if he deems it necessary. Thus all mechanical parts and trim necessary to pass a VRT must remain untouched.
b) - To maintain expenses (both in preparation and running) to a minimum
c) - 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:

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) 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 organization (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 isfree 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:

1) 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.

f) - Pistons utillised 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.
b) Valves must be the factory standard ones.
c) Valve springs must remain to factory standard.
d) Valve seating may be recut.

e) 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 reprofiled 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.

b) - Cars with fuel injection must retain the original factory system

c) - 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

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

c) - Costs to modifications are meant to be contained, although expenditure on mechanical tuning can be considerable.

In this group, no modifications are allowed unless expressly permitted by the regulations.

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

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 range shall be accepted, 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. E.g. an Escort originally manufactured as an 1100 model may be converted to the standard 1300 GT specifications.

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.

f) - Notwithstanding all above, exceptions shall be allowed by the club from time to time as listed in Appendix "D".

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 organization (see section 3.5).

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 scrutineer.
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 77mm from the adjacent standard bulkhead, inside mud guard, front or rear panel, and of a height and width of not more than 77 mm from the outer edge of the Ram Pipes/Trumpets fuel injection bodies this protrusion must be of a height of not more than 77 mm from the adjacent standard bonnet or engine cover and of a length and width of not more than 77 mm 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 (Perspex) 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 wheel 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.

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

The fuel tank and its' location are free.

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, pan hard 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 not be utilised unless fitted to the standard model by the manufacturer.

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, pan hard 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

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 fiberglass, 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 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. A class shall be made every 99cc.

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

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-engine 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

Group 3 must adhere to the following dimensions: 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.

Maximum ground clearance - Not to exceed 4cm.

Ground clearance and maximum height are measured with the driver on board wearing race suit and crash helmet and the car as it crosses the finish.

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 to Body a) rule above

Transmission

Transmission is free.

Automatic or semi-automatic transmissions are not permitted. Electronic Traction Control is not permitted.

Gear Selection method must be either H-Pattern or Sequential, provided that in the case of sequential selection this must be totally mechanically operated.

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.

It is expressly stated that if the car in question is deemed by the scrutineer to have the characteristics of and meet the requirements of, any Group other than Group 4, than the car in question is to race in the Group established by the scrutineer.

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.

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. A class shall be made every 99cc.

Engine capacity cc. Weight Kg. 2101 - 2200 565

2001 - 2100 550

1901 - 2000 535

1801 - 1900 520
1701 - 1800 505
1601 - 1700 490
1501 - 1600 475
1401 - 1500 460
1301 - 1400 445
1201 - 1300 430
1101 - 1200 415
1001 - 1100 400 Up to 1000 385

Dimensions

Group 4 cars must adhere to the following dimensions:

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 and the car as it crosses the finish.

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 30 cm 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 cm more than the width of the car as measured at the outer rear edge of the rear wheels.

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 Brake System (ABS) may not be used.

Transmission

Transmissions is free.

Automatic or semi-automatic transmissions are not permitted. Electronic Traction Control is not permitted.

Gear Selection method must be either H-Pattern or Sequential, provided that in the case of sequential selection this must be totally mechanically operated.

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. A class shall be made every 99cc.

Engine capacity cc. Weight Kg.

2101 - 2200 565
2001 - 2100 550
1901 - 2000 535

1801 - 1900 520
1701 - 1800 505
1601 - 1700 490
1501 - 1600 475
1401 - 1500 460
1301 - 1400 445
1201 - 1300 430
1101 - 1200 415
1001 - 1100 400
Up to 1000 385

Dimensions

Group 5 cars must adhere to the following dimensions:

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 and the car as it crosses the finish.

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

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 Brake System (ABS) may not be used.

Transmission

Transmission is free.

Automatic or semi-automatic transmissions are not permitted. Electronic Traction Control is not permitted.

Gear Selection method must be either H-Pattern or Sequential, provided that in the case of sequential selection this must be totally mechanically operated.

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 as 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. A class shall be made every 99cc.

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

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. Minimum Ground Clearance-4cms

Ground clearance and maximum height are measured with the driver on board wearing race suit and crash helmet and the car as it crosses the finish.

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

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 Brake System (ABS) may not be used.

Transmission

Transmission is free.

Automatic or semi-automatic transmissions are not permitted. Electronic Traction Control is not permitted.

Gear Selection method must be either H-Pattern or Sequential, provided that in the case of sequential selection this must be totally mechanically operated.

Engine

A vehicle is permitted to have more than one engine.

Additional Supplementary Regulations

Additional Supplementary Regulations, which shall have the same force as these rules and regulations, 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 affect 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
I - 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 clauses in question shall be null and void.

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 top paddock marshal's orders. No work or alterations of any sort may be done to the cars within this period.

A protest may be made by any member of the organizing 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.

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 Chief Stewart, any decisions that according to these rules should be taken by the Chief Stewart, 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 it's 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.

Additional Supplementary Regulations

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 Eligible to Compete

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 (optional) of 50 entries shall be accepted on a 'first come first served' basis.

Entries may be collected and presented at : locations and details

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.

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 (details).

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

Acknowledgments

** italic words to be replaced accordingly.

Flag Signals

Red Flag - Car on track has stopped or track not clear to be used. STOP IMMEDIATELY.

Green Flag - Precedes a Red Flag showing track is now clear. PROCEED REGULARLY.

White Flag - Call for course car, preceding a Red Flag.

Yellow Flag - A stationary car is being parked off the track. PROCEED WITH CAUTION.

Stripped Yellow/Red Flag - Caution. Slippery track conditions at that spot.

Open cars minimum. Diagram 1

Group 1, 2 ,3 ,4 & 5 minimum. Diagram 2.

Group 6 minimum. Diagram 3

Exceptions 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 permitted

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

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.

Drifting Regulations

What is drifting?

Drifting is a high-skill level motor-sport in which drivers control a car while it slides from side to side at high speed through a fixed course. It is similar to Rally racing on ice barn, but is done on a tarmac (paved course) and judged on speed, angle of attack, execution and style rather than just who finishes the fastest. Drift cars are typically compact to midsized, rear-wheel-drive sport cars. The goal is to apply enough power to the rear wheels to break the tires' traction and initiate a slide while accelerating the vehicle forward, or "drift" Once a drift is initiated, it must be maintained through the turn using nearly a full power, a tap of braking and precise counter steering.

A. The Car

Race number, Sponsors & Car looking

PRO/SL: Top front windshield has to be free of sticker to put the mandatory MDA front banner including race number for all season. All sponsors stickers has to be applied around the car. Car must have full body parts, must have professional and nice looking. No exception will be made. IMMEDIATE DISQUALIFICATION will happen in case of missing stickers.

Chassis

PRO/SL: The race car chassis must come from a well-known car manufacturer. Chassis modifications are allowed. (further detailed information will be forward accordingly)

Suspension

PRO /SL: Suspension upgrades are allowed.

Body

PRO/SL: Aftermarket body panels, bumper covers and wings are permitted. All hoods and deck lids must be adequately and securely fastened.

Fuel

PRO /SL: Any grade of automotive gasoline may be used for fuel. Competition use approved fuel cells are strongly recommended.
Fuel filler caps must be securely fastened so as not to open on impact.

Brakes

PRO/SL: Brake bias modifications and controllers are permitted.

Brake systems including caliper, rotor & pads, lines, fluid and pedals must be in good shape and working condition. LED brake light over the front windshield is strongly advised (mandatory in 2014 for PRO and 2015 for SL).

Engine

PRO/SL: Engines are open for modification or replacement. All drain plugs must be securely fastened. Coolant is prohibited. All cooling water has to be additive free.

Electric

PRO: Master electrical cut-off switches inside and outside are mandatory and should clearly be marked outside the vehicle.

SL: Master electrical cut-off switch inside is mandatory and outside is strongly advised and should clearly be marked outside the vehicle.

Seats

PRO/SL: Drivers seat must be FIA Compliant and equipped with four mounting points or better. FIA Racing type safety harness, minimum 4 point, at least 3 inches in width, with a metal quick release buckle. Shoulder harness must be an H type not Y type harness. Safety Harness must be securely bolted to the car chassis. Expiry dates will not be taken notice of for now. Wear and tear of seat and harness will make room for request of replacement.

Windows

PRO/SL: During competition, both driver and passenger door windows must be in a up position (closed position). Windownet (NASCAR type) are allowed in replacement of windows.

Leak

PRO/SL: Catch tanks must be installed and securely fastened. No fluid leaks of any kind at any time will be tolerated. Any leak will lead to immediate disqualification. Additional cleaning costs may occur if full cleaning is requested by the racetrack/venue.

Hook/Straps

PRO/SL: Functional and visible front tow strap and rear tow hook/strap must be installed on the vehicle and clearly marked by an arrow (TOW)

Lights

PRO /SL: All cars must have at least 1 visible working brake light and working headlights.

Battery

PRO/SL: Battery must be securely fastened down, positive terminals well insulated and if located in the cockpit must be covered or have leak proof caps.

Exhaust

PRO/SL: Every car must maintain an exhaust system with no risk of fire. A limit of 105db is a must as per new noise pollution directives, so 105db limit is strongly advised for exhaust.

1. 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.

2. 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.

3. 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).

4. Background sound levels should be at least 10dB(A) below the measured level.

5. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.

6. During testing cars should run engines at 4000 RPM.

7. The 2.0m test can be made from either side of the car.

8. The highest reading registered being the one needing to comply with the maximum noise requirements.

9. Sound testing should be carried out BEFORE taking part in any competition.
10. 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 @ 4000 RPM

105dB at 0.5m

98 dB at 2.0m

Soft Top

PRO/SL: Soft Top vehicle (Convertible) must have a solid hard top or full size roll cage. The driver must have his hands strapped down to avoid the hands going out of the cage limits. A window net has to be present.

Roll cage

PRO: Roll cages are mandatory and must be compliant to FIA Annex J.

All roll cages can be either TIG or MIG welded. All welds must show good signs of penetration and all tubes must be fully welded 360degrees. All welds will be inspected for quality. Roll cages can be bolt-in type or weld in type but not a mixture of the two.

All vehicles must run 2 door bars for each door aperture. They can be of a cross type, or can be mounted horizontally and parallel to each other, in this case, the horizontal bars must be attached with at least 3 vertical tubes evenly spaced across the door aperture.

SL: Roll Cages are not mandatory but are recommended.

Automatic extinguisher

PRO: Automatic extinguisher system with internal and external activation triggers (mandatory in 2016). Till then a 2kg manual fire extinguisher with good service dates is mandatory in each car and within reach of the driver.

SL: Automatic extinguisher is strongly advised. 2kg Manual extinguisher is mandatory.

Doors

PRO/SL: The Inside/outside door latch/lock must be operable in all circumstances.

Wildcard

PRO/SL: Only 1 wildcard per year might be allowed to enter race in case of issue with one of the rules, meaning you can only enter 1 round without fitting to the rules, wildcard will be issued exceptionally and only for minor issues.

B. Driver and Presentation

Driver

PRO: Drivers must be fitted with FIA or SFI or BS homologated helmets with valid and not expired homologations. Drivers have to wear full length FIA suits in 2 layer or else in one layer with approved type underwear, full length Socks, Driving Shoes, and Driving Gloves with no holes layers. Underwear should be of approved type.

Drivers are requested to be fully compliant with the above rule by August 2014. Drivers will be allowed to use their present Helmets until August 2014. Shoes and Gloves have to be also worn as from August 2014.

SL: Drivers must be fitted with minimum ECE helmets. . Drivers have to wear full length FIA suits in 2 layer or else in one layer with approved type underwear. Underwear should be of approved type.

New drivers for 2014 (meaning that they have never competed or done at least 3 training sessions with MDA) will be allowed to drive with full cotton clothing for their first 3 competitions.

Car Presentation

PRO/SL: All cars must have a perfect presentation. Amateur looking car is a reason for not passing inspection. All cars must have all body parts to enter the race track including bumpers and hood! Any kind of emergency fix (tape) should be used to put back parts on the car after a crash on the track. Car will be allowed to enter the race track with a missing part only if that missing part is unfixable on the car.

Paddock Presentation

PRO: Every race car must be presented in the paddock under a tent and with a liquid-proof ground layer to protect the racetracks/ venues paddocks.
(Enforced in 2015)

SL: in 2016, every race car will have to be presented in the paddock under a tent and with a liquid-proof ground layer to protect the racetracks paddocks.

Paddock Extinguisher

PRO/SL: Every team must have in the paddock, a visible portable extinguisher near to the car, minimum 2kg bottle.

Code of conduct

PRO/SL: A driver, crew member or other participant endangering others will be immediately disqualified from participating in the current event and any or all future MDA events.

All drivers and teams must keep safety and professionalism in mind at all times. Negligence of any kind or violation of any safety matter will not be tolerated. Every competition driver and team member has the right to ask questions and rationally discuss with the officials, committee members and/or judges, if he conducts him/herself in an inappropriate manner with any of the above mentioned officials he will be subject penalties and disqualifications. This rule is also valid for discussions or arguing on internet/social media. Driver is responsible for his representatives, team, crew, and guest conduct at all times during the course of an MDA event. Alcohol and/or drugs for drivers are strictly prohibited during the full event, check will happen during the season.

C. Racing Rules

Qualification Session

PRO/SL: All cars will go for 2 qualifying laps to fight for position 1 to 16. After this lap, Top16 rankings will be edited. Remaining non-qualified cars will have a last chance lap to determine position 17 to 32. No more warm up.

Start liner will launch all cars 1 by 1. 1st qualification lap is over when there is no more cars in the queue. 5 minutes rule does not apply to qualification. A car missing the 1st qualifying lap session, can still enter for the second qualifying lap.

Qualification point will be best out of 2 runs.

Clip points/Clip zones/Line

PRO/SL: During qualifications and during the battles, the drivers must follow the clip points/clip zones. Following clip points is part of the «line» judging section.

SL: all street legal finals will take part as single runs like qualifications. The best run out of 2 will determine the winners and final rankings.

Overtaking

PRO/SL: Overtaking is not allowed in battles, especially if leading driver is following an outside clip line. Overtaking is only tolerated when the leading driver is totally outside of the line imposed by the judges.

Using alternate car

PRO/SL: There is a possibility to swap your car with another one till the qualification session. During the battles you will be able to use only the car used during qualification session.

5 minutes rule in the battles

PRO/SL: When the process of battle is started and the first car is on the start line. First car should not wait the second car more than 5 minutes on the start line. Whatever the battle to be run: 1st battle, 2nd battle or one more time battle. This rule is not applicable when the problem comes from the local organisation (traffic jam in paddock, tire machine overloaded, etc.). This 5 minutes rule is only applicable once with same opponent.

Team championship

PRO/SL: Team championship is to be compared to F1 manufacturer's championship. A team is composed of a minimum of 2 drivers and during all season we will add the individual points of the best 2 drivers of the team into to the team championship. Team can be composed of a maximum of 4 team members.

At the end of the season, the best team will be declared "MDA Team champion". A cup for the best team of the week-end will be offered at every MDA event. Changing team during the season is not allowed.

One more time battle rule "sudden death style"

PRO/SL: There is a possibility to go on "one more time" twin battles (3rd and 4th Battles) after draw during first 2 battles. In case of equal points again after these 2 extra battles, we will only go 1 by 1 as a sudden death battle. The highest qualified driver will be leader of the first "sudden death battle", sudden death battle will continue only if the score is 5-5. This rule doesn't apply for the final of every event, when «one more time» battles will go 2 by 2 till we have a winner.

Slow drift penalty

PRO/SL: During qualification we will use a speed gun to acquire the attack speed. When twin battle starts, as a leader of the battle, your speed can't be 10% slower than in qualification (under same weather conditions). If so, you will get sanctioned by a 0 point result. Also as a leader, slow drifting tactic in any corner in order to make understeering or spinning your opponent will get as well a 0 point result

Low angle penalty

PRO/SL: Drift is angle, during twin battle the follower has to follow the leader with same angle or better angle. If the follower lowers his angle in order to keep up with the leader, the follower will lose points.

ZERO point rules

PRO/SL: As a reminder you will be sanctioned with 0 point only in these cases:

* spin (in qualification or battle), passing finish line while starting to spin and spin after finish line will be considered as a spin.
* being 10% slower than qualification average speed declared by judges (during battle)
* voluntarily slowing drift (during battle)
* not being fair play on the racetrack (during battle)
* 4 wheels off the track (in qualification or battle)
* major understeer (in qualification or battle)
* voluntarily touching the opponent (in battle)

Live video recording for judging (by 2016)

PRO: During twin battle, an additional judge will be dedicated to live video recording of the 2 battles. Every battle run will be recorded, and judges will review it immediately if necessary during a very tight battle.

Judging info - Qualifications

PRO/SL: In qualification, each run is judged on four criteria: Speed, Line, Angle, and Impact.

Speed is the amount of speed the driver is able to carry through the entire course, not only judging the entry speed but the real overall speed. Maximum points are awarded for high speed entry and consistent speed through the entire course.

Line is the ideal path a vehicle must take on course and is marked by inside Clipping Points and oustide Clipping Points. Inside Clipping Point are points on the course where the vehicle's front bumper should come as close as possible to this point. Outside Clipping Points are also reference points and scored by determining how close the corner of the vehicle's rear bumper comes to the point. Perfect line means also perfect drifting skills during the entire course, any understeering or other technical mistakes will remove points from your line points.

Angle the amount of counter-steer and relative rear slip angle a driver uses through the course.

Impact is the general feel of the pass. This is the most subjective criteria and judges can look at the spectators for the most "excitement" that the driver can bring.
Drivers should be able to demonstrate full control of the car at all time. We will give up to 30 points in speed, up to 30 points in angle, up to 30 points in line. Judges also give 10 points for the show.

Judging info - Twin Battle

PRO/SL: Because professional drifting events are judged on execution and style, it is mandatory that the judges are intimately familiar with the capabilities of the cars and the advanced driving techniques employed by the competitors. Twin Battles are based on two runs, in 1-on-1 format, with competitors paired up based on seeding position (Top16 or Top32). The higher qualifier will lead the first run and the second led by the lower qualifier. The critical success factor is for the lead car to be able to run the course at high speed and full throttle without error while being pressured by the following car. The following car is to try and "out drive" the lead car with at least same angle or better angle. Driver consistency during a tandem battle is critical. Most of the time a driver loses the battle due to its own mistakes (hitting cones, going out of the track, understeer) rather than being just over pushed by the follower...

Lead Car must be able to clear the course without making any errors due to distraction or pressure by the following car. Clip points are used as well in battle and both cars must follow the clip line. If leader is not following perfectly the clip line, this will be a penalty for the leader. If the follower is not using the clip line as perfect as the leader in order to get closer, this will be a penalty for the follower. If the follower has a better clip line than the leader, it will be a penalty for the leader. Following car needs to run as good as the lead car, means in the first step to keep SAME angle as leader but may also put pressure on the lead driver. The following car should keep as close to the lead car as possible to gain the advantage. If the following car comes back with more speed but LESS angle, this will not be considered as 5-5. It is very important for the follower to keep as close as possible to the leader from start to finish line.

Collisions might occur during twin battle and in the event of contact, the driver at fault will lose the battle. Judges are the only persons who can decide the final issue. Pace Zone can be marked with a cone or comparable marker and may be placed on the starting straightaway to keep the twin battles fair and close together. The use of a Pace Zone will be specified during the drivers' meeting.

Twin Scoring will be observed by the judges during the head-to-head battle. Each round will be scored on a 10 points sharing (5-5, 6-4, 7-3), the pointing is based on the rules stated above. At the conclusion of the head-to-head battle, judges will declare a winner from three options:

1. Driver "A" wins
2. Driver "B" wins
3. One more Time

After a draw, a "One More Time" will be granted, and the competitors will begin another 2-run head-to-head battle on a sudden death style battle. All judging, video recording (by 2016) analysis will be done from the judging tower. We strongly advise drivers to use good tactics such as putting pressure on an opponent through a more aggressive drift angle, carrying a higher speed through a corner, and showing good strategy on the second battle according to the result of the first battle.

Claim

PRO/SL: Claims are only accepted when all these conditions are met:

1) driver understands that a claim engages points in the event.
2) before next battle start (your battle or next 2 drivers)
3) Driver should issue the claim to the start line officer only. Judges will consider the claim, explain decision and if necessary show the video (by 2016). If the claim is right : the decision will be changed. If the claim is wrong, the driver will loose all the points gained during that event.

Briefing

PRO/SL: All drivers must attend at the exact timing every briefing wearing their racing suit. Every briefing happens 20 to 30 minutes before cars entering the track so every driver must be ready to race.

If driver is not in time for the briefing he is automatically disqualified from the session being it qualifying or battles.

Warm up zone.

PRO/SL: There is no more warm up in qualifications and only one warmup lap is done before each battle. A warm up zone will be available before the start line to burn out and warm up your tires.

Penalties

PRO/SL: penalties will be applied for the following reasons:

* missing, being more than 5 minutes late or not wearing racing suit at driver's meeting : 50euros penalty (offered to the winner of the event)
* entering the track without all sponsors stickers or with stickers at wrong place whether in practice, qualifications: 50e penalty (offered to the winner of the event). During battles: immediate disqualification.
* refusing to take onboard video cameras.
* refusing to attend the podium ceremony when being Top3 or Team winner, will make you loose all the points gained during the championship for you and for your team.
*being late at the venue will result in direct disqualification from the event.

Rankings if the race is interrupted before completion

PRO/SL:

* If the race is interrupted before the qualifications, all drivers attending the race will take 20 points (40 if final)
* If the race is interrupted before the Top32, the qualification rankings will be the race rankings (The poleman will be the winner of the race)
* If the race is interrupted during the Top32, already eliminated drivers will take the points of their rankings, non eliminated drivers will take the points according to the qualification standings (example: if race is stopped during the Top16, drivers already eliminated in first round will take 40 points, drivers eliminated in the Top16 will take 50 points and remaining drivers will take points according the qualification rankings).

False start

PRO/SL: In case of false start of one of the 2 drivers during a battle, the judges can give a new start if the false start is minor/involuntary or 10-0 for the driver involved in a major/voluntary false start.

Points system

PRO/SL:
Registration at one event: 20 points (for final round: 40 points)
ATTENTION: Points at the final round are double!!!!!!

In case of equal points between 2 drivers in the general championship rankings, the number of victories per round will make the decision between the 2 drivers, in case of equality again or in case of no victory, the number of second positions will decide, then third positions and so on.

Entering Street Legal Series

Street Legal Series is opened to anyone except drivers who have been in PRO series both locally and internationally. Street legal championship winner will automatically go to PRO series the year after.

This set of rules can be modified anytime during the season. Any changes will be communicated with a minimum of 15 days before the next competition.

Classis Car Racing Regulations

The following guidelines are applicable only to pre 1st January 1976 vehicles participating in the Sprints and Demonstration Runs.

Introduction

1. Your car must have no infringements according to the VGPF Technical Code **2014**
2. Categories are listed below.
3. The guideline of the Technical Code is based on the originality of the car, including any factory options and / or provision for "in Period" accessories.
4. 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: 500cc to 700cc

Class 2: 701cc to 1000cc

Class 3: 1001cc to 1300cc

Class 4: 1301cc to 1600cc

Class 5: 1601cc to 2000cc

Class 6: 2001cc to 2500cc

Class 8: 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 or 2 entries only 1st place prize will be awarded. If there are less than 2 entries in a particular class the Organisers reserve the right to move the participant/s to another class, at the discretion the VGP Technical Sub Committee.

4. In exceptional cases, at the discretion the VGP Technical Sub Committee, 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).
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.**
s) All tyres must carry an E (e.g. EEC30 or EEC108) or DOT mark.

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

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.

FRONT and REAR SUSPENSION

IMPORTANT: Modifications to the suspension system of a car must be supported by homologation documentation for that particular model.

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.

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.

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.

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.

FUEL SYSTEM

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

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.**

BRAKES

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

IMPORTANT: Modifications to the braking system of a car have to be supported by homologation documentation for that particular model.

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.

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.

WHEELS/TYRES

IMPORTANT: Sizes of wheel rims other than those originally specified for the particular car model may only be used if homologated for that particular model. Proof of FIA Homologation must be supplied by the participant.

a. Non-ex-works or non-original rims are allowed, provided that such were available as an option "in Period".
b. Rim 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.**
f. All tyres must carry an E (e.g. EEC30 or EEC108) or DOT mark.

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.

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.

INSTRUMENTS AND ACCESSORIES

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

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.

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.

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

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.

OTHER IMPORTANT MATTERS:

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.

DEFINITIONS

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 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 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 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 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 NOTES

Any other modifications not listed above are not permitted.
All modifications must be proved to have been used in period (before 1975).
Any inspection of a car is not a guarantee of the safety or class legality of the car.
Due to the nature of the circuit, roll cages will be enforced on all modified cars as from 2015.
Cars with excessive oil leaks will not be allowed on the track.
Passenger side and quarter windows have to remain fully closed on track.
Driver side window maybe left open (fully) only if the driver is wearing a full harness.

Drivers are not to consume any alcohol before and during the event. Abuse will result in immediate disqualification for the day. The organisers reserve the right to ask any driver for a breathalyser test.

Drag Racing Regulations

Bracket

1. Fil - bracket tista tikkompeti b'karozza li trid u b'magna jew Magni li jkunu. L-izjed haga importanti fil-bracket huwa, l-hin. U ssafety tal-karozza. Importanti hafna li kull vettura jkollha innumru, fuq il- windshield ta quddiem u mat-tieqa ta wara kompetituri bla numri sejrin jigu skwalifikati mill-event. Hudu hsieb li tkunu tafu n-numru taghkhom u tigu bin-numri (stickers) mwahhlin u jidru.

2. Kull karozza li tiehu sehem fil-bracket ghanda bzonn is-saftey
Mehtieg, biex tkun tista tikkompeti fl'events:

1. Karozzi mhux imhaffin li jigru taht 11.00sec, irid ikollhom Rollcage six points. Karozzi mhaffin, (ghandhom x'ghandhom imhaffef) u jigru kemm jigru hin, dawn irid jkollhom rollcage six point . **Size: 1.¾ inches outside diameter x** thickness./chromoly pipe 38mm o.d by 2mm thickness.

2. Ix-xufiera, jridu jilbsu u l-crash helmet li trid tkun full face u jorbtu s - safety belt qabel ma jidhlu fil-fireup lane.

3. Kull karozza jrrid ikollha fire extingusher ta mhux inqas min 1 kilo, safety belt four point ghal karozzi kollha, barra dawk ilkarozzi standard, main switch fuq barra ghal karozzi kollha u immarkat li jidher (mhux ghal karozzi standard) u l-hadida ghal-taht, biex izzom il– propshaft milli jaqa ma l - art.

4. Il – karozzi kollha rrid ikollhom il - brejkijiet jahdmu fuq l- erba roti, meta taghfas il – pedala tal - brake. Karozzi li ghandhom brejkijiet fis-saqajn u brejkijiet li zommhu b'idejhom, tipo dragster brakes huma allowjati wkoll. Karozzi bhal funny cars, t.buckets u dragsters, dawn irid ikollhom brake fuq wara jew fuq quddiem u jrid jkollhom parachute wkoll.

5. Il-karozzi kollha barra dawk li huma standard, irrid jkollhom flywheel steel jew aluminium. Flywheels cast iron ma jistawx jintuzaw izjed, hlief jekk il-karozza hi standard pura biss.

6. Breathers pipes li jintuzaw ghaz-zejt u l-ilma jridu jkunu Sejrin ghal go container (bott) li jesa mhux mhux inqas litru. **Battery** wet batteries must be securely fitted in a tray with metal hold down straps outside the driver's compartment. Dry battries may be fitted inside the driver's compartment and must be secured properly and totally sealed inside an

Approved case.

7. Pajpijiet tal-petrol irridu jkunu ghaddejien min taht il-karozza u mhux min gewwa. Pajpijiet adekwati jridu jintuzaw. (ram jew braided).

8. Fil-bracket, petrol jew kull tip ta fuel iehor jista jintuza.

9. Fil-bracket ma hemmx penali ghal xejn. Kollox jista jigi uzat.

10. Ix-xufiera kollha jridu jkunu lebsin firesuit jew overall. Hadd mhu ser jithalla jsuq bi hwejjeg normali. Regolament numru 2 firregolamenti tat-tigrijiet, jghoddu ghal kullhadd. Coverall tista tilbisa sa 13 il-sekonda u min13 il- sekonda l-isfel, jrid jkollok fire suit ta l-inqas one layer bil-fors.

3. Kull kompetitur irrid jghati l-hin tieghu lil min jkun qieghed jiehu hsieb il-hinijiet, fil-kamra, biex jikkwalifikawk ghal bracket ghax tista tibqa barra. **Hija r-responsabilita tax-xufier u mhux ta lorganizzaturi li jiehu hsieb jghati l-hin tieghu jew jara li gie klassifikat ghal kompetizzjoni tal-bracket.** Biex issuq fil-bracket trid taghmel ta lanqas dial-in wahda. Bla dial-in tigi eliminat milkompetizzjoni.

4. Ir-regolamenti tat-tigrijiet jghoddu ghal kullhadd waqt ilkompetizzjoni, kemm ghal tal-klassijiet kif wkoll ghal dawk talbracket.

5. Il - kitba tal - karozzi ghal – bracket u klassi, trid issir fl-istess gurnata tal-kitba. Hadd mhu ser jikteb il-karozza tieghu wara li taghlaq il – kitba.

6. F'kaz li tikteb il-karozza ghat tigrijiet u ma tigiex issuq, l-ewwel trid tavza lill-organizzatur qabel, biex l-entry fee tibqalek ghal darba ohra. Jekk tigi tikkompeti u jinqalalek xi hsarat waqt il-provi u ma tkunx tista tibqa ssuq, l-entry fee mhux ser tintiret lura bhal qabel.

7. Ix-xufier biss jista jikteb il-karozza li jkun ser isuq. Hu biss jista jiffirma l - formola ta l – entry u l-emdemnity form, u hadd izjed. Min jiffirma ghal hadd iehor ser jidhol ghar-responsabilita kolla li jista jinqghala.

8. Jekk min qieghed imexxi jara li hemm xi drivers li qeghdin jabbuzaw b'mod perikoluz bil-karozzi li jkunu qeghdin isuqu, (jigifieri jekk ilkarozza taghhom ma tkunx stabbli bizzejjed ma l-art) dawn ser jigu skwalifikati mill-event u jkollhom jghamlu observation run biex jkunu jistghu jergaw jikkompetu f'events ohra.

9. Jekk waqt il-provi tal-event, xufier jkun ghamel hin u imbghad fid dial-ins tal-bracket jaqa f'hin ghar, **ezempju**: fil-provi karozza griet 11.8sec u imbaghad fid-dial-ins l-istess karozza tigri hin ta 12sec, dan ser jigi kwalifikat fil-hin li kien ghamel fil-provi awtomatikament. Lorganizzaturi ser idahhlu sistema, li l-isem tax-xufier jew in-numru tal-karozza waqt il-provi ser jiddahhal gol - kompjuter biex jkunu jafu x'hinijiet saru u min minn, forsi ma jkunx hemm min jabbuza iktar.

Nota:
Dawn ir-regolamenti jistghaw jinbidlu mill l-assoccazzjoni x'hin jidrilhla li hemm x'inkonvenjenza fihom kemm min – naha tax-xufiera, kif wkoll min naha ta l - assoccjazzjoni.

All modifications not listed must be notified to the competition secretary within a minimum of 60 days prior to any event in which it desires approval eligibility. In all cases of disputes over the interpretation of these rules the committee's decision is final and binding.

Outlaw FWD

NOTE: Any cars or drivers not adhering to the rules (including weight limits) will be excluded for three events.

Interior

All interior may be removed.

Transmission

Any type of automatic transmission is permitted. Trans-brakes are permitted. Manual transmission must be clutch assisted and utilize original casings only. Aftermarket internals, bell housings, axles, gears, spools, and differentials are permitted. Sequential gearboxes are permitted.

Tires

All tires are checked by sidewall designation. Maximum size slick or bias ply tire is 26.0" x 10.5" or any size DOT radial tire is permitted.

Minimum Weights

All minimum weights include the driver and liquids. The organizers reserve the right to weigh any car at any time and reserve the right to disqualify any car found to be under weight. Any Material used for the purpose of adding to a

car's total weight must be permanently attached to the car's structure and must not extend behind or in front of the car's body or above the rear tires. No liquid or loose ballast permitted. “On Race day both cars that are into the final are subject to be measured”

Power Adders

Turbochargers, Superchargers and Nitrous Oxide Systems permitted in any combination. Turbochargers are measured at the inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing.

Power Adder	**Maximum Turbocharger**	**Minimum Weight ***
No power adder	N/A	700 kg
1 power adder	76 mm	900 kg

* Add 25kg for automatic transmission
* Add 50kg per additional power adder for vehicles with **more** than 1 power added (nitrous, turbocharger, supercharger, water injection)
* Deduct 100kg for cars powered by nitrous only
* Deduct an additional 50kg for cars less than 1750cc
* Deduct an additional 50kg for cars less than 1500cc
* Deduct an additional 50kg for cars less than 1350cc
* Deduct 50kg for single cam cars
* Add 25kg for automatic transmission
* Add 50kg per additional power adder for vehicles with more than 1 power added (nitrous, turbocharger, supercharger)
* Deduct 100kg for cars powered by nitrous only
* Deduct an additional 50kg for cars less than 1750cc
* Deduct an additional 50kg for cars less than 1500cc
* Deduct an additional 50kg for cars less than 1350cc
* Deduct 50kg for single cam cars

General Rules

Driveline

The following rules apply to all cars.

Driver's License

An MDRA License is required

Safety

Helmets

A full face helmet is Mandatory for all drivers.

Roll Cages

All cars running under 11.00sec must have a 6 point roll cage with size 1.3/4 inches O.D by 2mm thickness/Chromalloy pipe 38mm x 1.5mm thickness

Protective Clothing

A one layer fire suit is mandatory

Driver Restraint System

A safety Catch net must be fitted on the driver's side window. Under 11.00sec a neck brace must be used

Seat Belt

A five point seat belt must be used.

Main switch

All Vehicles must be equipped with a main switch that shuts down all circuits when turned off, Main switch must be marked properly.

Fire Extinguisher

A one kilo fire extinguisher must be fitted in all vehicles.

Fuel Lines

All fuel lines must be fitted underneath the vehicle and kept away from the flywheel area, all fuel lines that leads to the interior must be of steel braided material.

Fuel Pump

All fuel pumps must be fitted outside the vehicle.

Fuel Breathers

All fuel breathers must lead to outside of vehicle.

Cooling liquids

Slippery liquids are strictly prohibited an adequate coolant must be used.

Breathers

All vehicles must have a one litre capacity breather for oil and another for water if an overflow system is used.

Flywheel

A billet flywheel must be used made of steel or aluminium, cast flywheel are prohibited.

Battery

Wet batteries must be securely fitted outside drivers' compartment with metal hold down straps. Dry batteries may be fitted in the drivers' compartment and must be secured properly and sealed in an approved case.

Braking System

All systems must operate on all four wheels, any type of brake callipers are permitted (not motorcycle or kart) must be larger than factory ones. Front Brake drums are prohibited under 11.00 sec.

Helpers

Only two helpers can assist the vehicle.

Competition Numbers

All numbers and letters must be fitted on the front and rear windshield size: 3 inch (76mm) height by 1 inch (25 mm).

PLEASE NOTE: It is advised that all racers have a cage, harnesses, and adequate protective clothing

Car Equipment

Windows

Windscreen can be Perspex with middle support mandatory, all other windows may be Perspex.

Driveline

Open to Front Wheel Drive (FWD) only.

Engine

Open to 4, 5, 6 cylinder, and 2-rotor engines are permitted. Any engine modifications are permitted. Engine must be same as Body / Chassis “ex if body is Mitsubishi, engine has to be Mitsubishi”. Motor swaps are allowed as long as they meet weight requirements. (EX - Honda DC2 Integra with k20 engine) Engine position must be OEM Style, (Transverse). Engine / Gearbox Points must be OEM

Induction

Any style intake is permitted. EFI or carburettors are permitted.

Intercooling

Liquid intercoolers and air intercoolers are permitted. Water & Methanol injection is permitted.

Exhaust

Exhaust may exit through hood, fenders, or underneath the car.

Fuel

Gasoline and E-85 permitted, Alcohol is prohibited. Aftermarket fuel cells are permitted and may be mounted in engine bay or rear of vehicle.

Electronics

Two-steps, data loggers, aftermarket ECU's, and engine management systems are allowed.

Body Panels

Import or domestic compact car bodies allowed. Doors must open and close from inside and outside the vehicle. Body panels made from fiberglass or carbon fibre such as front end, doors and boot lids are permitted as long as the car meets weight requirements. “Definition of front end is, bumper, hood and mudguards. No body panels may be removed during the event.

Chassis

All cars must retain complete stock chassis, firewall, and frame rails. Boot floor may be replaced and notching of chassis and firewall for clearance is permitted. The lower part of the Front Panel can be modified or removed to allow clearance for front facing turbo setups, charge coolers etc. Upper Part where headlights mount has to remain untouched.

Suspension

All cars must run coil over type suspension and mounts, however ladder bars are permitted on cars with straight rear axle (four links are prohibited). Aftermarket front and rear control arms, struts, shocks, and sub-frame connectors are permitted. All suspension mounting point must be OEM. Wheelie bars are prohibited on all cars.

NOTE:
IF something is not clear or not mentioned in the above, is subject to approval by the MDRA. Rules cannot be interpreted as desired by the competitor. Rules are subject to be changed from time to time by the MDRA

NOTE:
Anyone running against the spirit of the event or who's actions put the event/organisers/track/public in danger will be excluded immediately & banned from future events.

Escort Class

Body

Standard body (inside and outside) must be retained. No modifications allowed at all.

Floor

All original material must be retained. Gearbox tunnel modifications must be of steel material not aluminium (same thickness must be used) openings around gear lever, lines, wires, hoses etc. must be minimised.

Interior

Carpeting, seats, all upholstery, electrical wiring, heaters etc... can be removed. The driver's side upholstery must be fitted to the door. All mechanical components should be in working condition. Such as window winders etc... All lamps must be in place and complete.

Chassis

No modifications are allowed. Manufacturer type only

Engine

Engine can be modified. Any numbered engine block and cylinder head can be used as long as it's made of cast iron. Any other alloy engines or components

are permissible as long as these were factory equipment. The engine must be kept on original mounting points and must be of the manufacturer. Turbo charger and supercharger are prohibited.

Ignition

Any type of ignition can be used. Programmable ECU can be used as long as it is used for ignition only.

Injection

Fuel injection is not permitted (only carburettors) no water injection can be used.

Cooling system

Radiator fluids that contains slippery material are prohibited.

Transmission

Any type of manual four speed transmission is permitted and cannot be air/electrical shifted or similar.

Flywheel

Steel or aluminium flywheels are mandatory. Cast iron flywheels are prohibited.

Breathers

Every vehicle must have oil and water catch containers of not less than 1 litre capacity.

Front Axle

Only manufacturer axle can be used. No modifications.

Rear Axle

Any type of rear axle can be used but must be kept in the same location.

Stabiliser

The front stabiliser can be changed and modified, any material allowed.

Suspension

Any type of suspension (adjustable shocks and springs) can be used but must be fitted on original points. Original strut and hubs must be retained with the same original strut length. Adjustable TCA's are prohibited. Rear leaf springs (factory

original) must be kept and fitted on the original place of the manufacture. Any type of rear shocks can be used and location is free.

Brakes

All vehicles must have the braking system to operate on all 4 wheels. Any type of callipers is permitted (not motorcycle or kart) as long as they are larger than factory ones. Brake discs must be of steel material. Under 11 seconds front bake discs are mandatory.

Prop shaft

For safety reasons a round loop made out of steel flat bar of 1½ inches wide by ¼ inch thick must be fitted not more than 6 inches away from the front universal joint.

Fire suit

It is mandatory to wear at least one layer fire suit in this class.

Crash Helmet

A full face crash helmet is required with visor in place.

Fire Extinguisher

Must have a fire extinguisher of not less than 1kg capacity.

Main Switch

It is mandatory that all vehicles have a main switch fitted outside the vehicle and marked properly.

Seatbelt

From EC1 to EC3 a four point seatbelt must be worn. From EC4 to EC6 a five point seatbelt must be warn.

Roll Cage

All cars running under 11.00 seconds must have a six point roll cage. Size of roll cage: 1¾ inches O.D. by 2 mm thickness. Chromalloy pipe 38mm O.D. by 1.5mm thickness.

Net

A safety catch net must be fitted on the driver's side window.

Battery

Wet batteries must be securely fitted in a tray with metal hold down straps outside the driver's compartment. Dry batteries may be fitted inside the driver's compartment and must be secured properly and totally sealed inside an approved case.

Neck Brace

Under 11.00 seconds a neck brace must be worn.

Fuel

Only pump petrol or racing fuel can be used.

Fuel Pump

The fuel pump must be fitted outside the vehicle.

Fuel Lines

All fuel lines must be fitted underneath the vehicle and kept away from the flywheel area. A steel braided fuel pipe must be used for petrol gauges fitted inside the driver's compartment.

Fuel breathers

All fuel breathers must lead to outside of vehicle.

NOS

NOS can be used in EC4, 5 and 6 classes only.

Tyres

Street or slicks tyres can be used as long as they are in good condition.

Helpers

Two helpers can assist the car.

Competition Numbers

All numbers and letters must be fitted on the front and rear windshields minimum size 3 inches (76mm) high and 1 inch (25.4mm) wide.

Disqualifications

If any car competing in these classes is to be found not within these regulations, the car will be disqualified for three (3) events which disqualification will start from the first event that the car is signed in.

Escort Class CC

EC1 class up to 1855cc
EC2 class from 1854cc up to 2100cc
EC3 class from 2101cc up to 2400cc
EC4 class from 2401cc up to 4000cc
EC5 class from 4001cc up to 6500cc
EC6 class from 6501cc and over

Rotary Engine

Engine cc from rotary engine is considered as 1300cc each rotor, for example RX7 13B engine is two rotors so it is considered as 2600cc plus penalties as regulations.

*****IMPORTANT*****

The Malta Drag Racing Association committee, reserves the right to amend these above regulations when it deems necessary. To the best interest of the association and the drivers.

All modifications not listed must be notified to the competition secretary within a minimum of 60 days prior to any event in which it desires approval eligibility.

In all cases of dispute over the interpretation of these rules the committee's decision is final and binding.

Open Class

Body

In Open Class 1, the original factory body and chassis must be retained. No modifications are allowed from the outside. Any part from the inside of the vehicle can be removed or lightened, except for the rear arches, the front floor panelling and the firewall. On the outside of the vehicle, only doors/luggage boot/bonnet and windscreens and side windows can be lightened. All windscreens/windows must be of approved material such as lynx.

In Open Class 2 the original factory body shape must be retained, the rear arches can be modified for fitment of larger tyres but must be of steel material. Lightening of the vehicle is permitted but must have the roof top and steel frame of the manufacturer.

From Open Class 3 to open class 5 any type of body and chassis is permitted (any material can be used) s long as the vehicle has two (2) operable doors.

Open Class 6, is open to any vehicle like T. Buckets, Funny Cars, Dragsters etc…

Chassis

In Open Class 1, the chassis must be of the manufacturer only.

In Open Class 2, the chassis has to be either of the manufacturer or have the part from the driver's seat backwards only modified to his discretion.

From Open Class 3 to Open Class 5, the chassis must be either of the manufacturer or space frame.

In Open Class 6, any type of chassis is permitted.

Engine

Any type of engine carburetted or injected, turbo or supercharged is permitted in all classes. In Open Class 1 only, the engine must be fitted on the original points of the manufacturer.

Penalties

In Open Class 1 only, there are penalties for multivalve engines, NOS, Turbo and Superchargers. In all other Open Classes (2 - 6) there are no penalties.

Transmission

Any type of transmission can be used.

Front Axle

Manufacturer type or any axle is permissible.

Rear Axle

Any type of rear axle can be used in all classes. Open Classes 2-6 the location is free.

Suspension

In Open Class 1, the vehicle can have any type of front suspension but must be fitted on the original points. Rear suspension has to be of the manufacturer. In Open Classes 2-5, suspensions are free but must be on all four wheels and location in free, in Open Class 6, the vehicles can be without suspensions.

Flywheel

Must be made of aluminium or steel. Cast iron flywheels cannot be used.

Firewall

Classes 2-6 must have a suitable and sufficient firewall and must be there to prevent any type of liquids and flames, coming inside the driver's compartment.

Floors

All vehicles must have their floor pans to extend to the full length and width of the vehicle.

Roll Cage

All cars running under 11.00 seconds must have a six point roll cage. Size of roll cage: 1¾ inches O.D. by 2 mm thickness. Chromalloy pipe 38mm O.D. by 1.5mm thickness.

Brakes

A four wheel braking system must be used in open Classes 1-5. In Open Class 6, either on two wheels, front or rear but is mandatory to have a parachute.

Crash Helmet

A full face crash helmet is required with visor in place.

Fire suit

All competitors must wear a sufficient fire suit in all Open Classes.

Seatbelt

A four pint seatbelt is mandatory.

Fire Extinguisher

Must have a fire extinguisher of not less than 1kg capacity.

Battery

Wet batteries must be securely fitted in a tray with metal hold down straps outside the driver's compartment. Dry batteries may be fitted inside the driver's compartment and must be secured properly and totally sealed inside an approved case.

Fuel

Petrol and diesel can be used in all classes. Racing fuels such as V.P., Sunoco etc… are permitted.

Fuel Lines

All fuel lines must be fitted underneath the vehicle.

Fuel Pump

The fuel pump must not be inside the driver's compartment.

Main Switch

All vehicles must have a main switch fitted outside the vehicle and marked properly.

Steering

The steering mechanism should be provided with stops.

Prop shaft

For safety reasons, a circular loop made out of flat bar must be fitted 6 inches away from the front universal joint.

Classes

Open Class 1 up to 3500cc with penalties (same as)

Open Class 2 up to 3500cc without penalties
Open Class 3 from up to 3000cc without penalties
Open Class 4 from 3001cc to 6500cc without penalties
Open Class 5 from 6501cc and over without penalties
Open Class 6 open to any cc and cars like Open Wheelers, Dragsters, Door Slammers, T.Buckets and Funny Cars.

Rotary Engine

Engine cc from rotary engine is considered as 1300cc each rotor, for example RX7 13B engine is two rotors so it is considered as 2600cc plus penalties as regulations.

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Pro-Stock Class

Body

Original body shape must be retained, only doors, bonnet and luggage boot can be lightened with lighter material, such as fibre glass, aluminium etc... The vehicle must have the 2 doors fully operative. Changing glass windscreens and side windows with Perspex or any kind of other material is permitted as long as its lynx or similar .rear spoilers and bonnet scoops are permitted from the driver's seat backwards, you can modify the chassis and floor of the manufacture. Any part from the inside of the vehicle (driver and passengers compartment) can be lightened or removed except for the firewall and the front floor panels, inside front panel can be removed due the expansion of radiators. Any holes done on inside of front side panels to lighten the vehicle must be welded up or covered again with steel material only, covering holes with aluminium or other light material is not permitted.

Engine

Engine must be of factory equipment for the particular model of the car, any type of Injection/NOS/Super charger is permitted. The engine can be modified, any numbered cast iron block and cast iron cylinder head can be used. Alloy blocks or whole engines can be used as long they came out from the production line only, of the manufacture, the engine must be kept on original points.

Transmission

Any type of transmission can be used.

Front Axle

Changing of manufacturer front axle is permitted.

Rear Axle

Any type of rear axle can be used and location is free.

Chassis

The use of the manufacturer chassis but you can only the rear part of the vehicle, from behind the driver backwards only.

Roll Cage

All cars running under 11.00 seconds, must have a six point roll cage, size of roll cage: 1¾ inches O.D. by 2mm thickness, chromyl pipe 38mm O.D. by 1.5mm thickness.

Prop Shaft

For safety reasons a round loop made out of flat bar of 1.1 inches wide by ¼ inch thick must be fitted not more than 6 inches away from the universal joint.

Flywheel

Steel flywheels or aluminium is mandatory. Cast iron flywheels are prohibited.

Fire Suit

It's mandatory that all drivers wear one layer fire suit.

Crash Helmet

A full face crash helmet is required.

Tyres

Any type or size of slick tyres can be used.

Firewall

No modifications are allowed.

Breather pipes

Oil and water catch container of not less than 1 litre capacity.

Brakes

To operate on four wheels.

Fuel

Only petrol or racing fuel such as V.P. can be used.

Fuel Pump

The fuel pump must be fitted outside the vehicle.

Fuel Lines

All fuel lines must be fitted underneath the vehicle and away from the fly wheel area.

Suspension

On all four wheels, any type of suspension can be used.

Interior

Carpeting, seats, electrical wiring etc… can be removed.

Seatbelt

A four point seat belt is mandatory.

Fire Extinguisher

All vehicles must have a fire extinguisher of Halon type or B.C.F. of not less than 14 capacity

Main Switch

All vehicles must have a main switch fitted on the outside of the vehicle, and marked properly.

Battery

Wet batteries must be securely fitted outside the driver's compartment. Dry batteries may be fitted inside the driver's compartment and must be secured properly and totally sealed inside an approved case.

Notes

Nitrous Oxide can be used in Classes Super Street 4, 5 & 6 only. In all Classes only petrol or racing fuel such as V.P. can be used in Street Modified and Super Street Classes.

The following penalties apply:

- Multi valve engines cubic capacity x 1.1;
- NOS, assisted engines cubic capacity x 1.4;
- Turbo & super charges cubic capacity x 1.4;
- Other pressurized substances cubic capacity x 1.4;

Classes

PS 1 class up to 1850cc
PS 2 class 1851cc — 2100cc
PS 3 class 2101cc — 2400cc
PS 4 class 2401cc— 400000
PS 5 class 4001 cc — 6500cc
PS 6 class 6501cc and over

Rotary Engine

Engine cc from rotary engine is considered as 1300cc each rotor, for example RX7 13B engine is two rotors so it is considered as 2600cc plus penalties as regulations.

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Street Modified Class

Body

Standard body structure (inside and outside) must be retained modifications are allowed for gearbox. Engine fitting. All body panels must be of steel material as from the factory, bonnet scoops are allowed .front bumpers can be modified for venting reasons only plastic bumpers can be changed for fiber, chrome bumpers cannot be made fiber. Spoilers permitted.

Interior

Carpeting, all upholstery, can be removed except the front upholstery, this must be fitted to the doors, all mechanical components sh0uld be in working condition, such as window winders, electric windows etc. Dashboard frame must be of the manufacture.

Net

A safety catch net must be fitted on the driver's side window.

Roll Cage

All cars running under 11.00 seconds, must have a six point roll cage, size of roll cage 1¾ inches O.D. by 2mm thickness, Chromalloy pipe 38mm O.D. by 1.5mm thickness.

Floor

All original material must be retained. Gearbox tunnel modifications, must be of steel material not aluminum four link floor modification are allowed (size 2"x7").

Firewall

Modifications are only allowed when changing gearbox and or engine firewall must be totally sealed from engine and transmission, all holes in the firewall must be sealed with steel material openings around gearlever, lines, wires hoses etc… must be minimized.

Suspension

In SM CLASSES any type of suspension (adjustable shocks & springs) can be used. Rear leaf springs (factory original) must be kept and fitted on the original place of the manufacture. Any type of rear shocks can be used and location is free

Front Axle

Only manufacturer axle can be used.

Rear Axle

Any type of rear axle can be used, but must be kept in the same location of the manufacturer with the same wheelbase.

Chassis

Modifications are only allowed for fitting of rear axle.

Stabiliser

In all SM Classes, the front stabiliser can be changed or modified.

Prop Shaft

For safety reasons a round loop made out of flat bar of 1.1 inches wide by ¼ inch thick must be fitted not more than 6 inches away from the universal joint.

Brakes

To operate on four wheels when pressing the foot brake. Front brake drums are not permitted. Either a mechanical hand brake or a separate master cylinder for hydraulic handbrakes must be used.

Wheel Bars

Wheel bars are not permitted.

Engine

The engine can be modified, any number engine block and cylinder head, any type of engine can be used. Location is free.

Breathers

All breathers must lead to an oil catch container of not less than 1 litre capacity.

Transmission

Any type of transmission is permitted.

Flywheel

Steel or aluminium flywheels are mandatory. Cast iron flywheels are prohibited.

Cooling System

All radiator fluids that contain slippery additives are prohibited. Only approved coolants must be used or clear water.

Liquid Overflow

A catch tank of minimum 1 litre capacity must be bolted or clamped.

Crash Helmet

A full face crash helmet with visor is required.

Fire Suit

It is mandatory to wear at least a one layer fire suit in all SM Classes.

Seatbelt

From SM1 to SM3 a four point seatbelt must be used. From SM4 to SM6 all vehicles must be fitted with a 5 point, 3" safety belt.

Neck Brace

From SM4 to SM6, all drivers must wear a neck brace.

Fire Extinguisher

Must have a fire extinguisher of not less the 1KG capacity. Expiry date must be valid.

Main Switch

It is mandatory that all vehicles have a main switch that will de-energise the entire ignition system fitted outside the vehicle, and marked properly.

Battery

Wet batteries must be securely fitted in a tray with metal hold down straps outside the driver's compartment. Dry batteries may be fitted inside the driver's compartment and must be secured properly and totally sealed inside an approved case.

Lights

All lights must be in place and in working order.

Fuel

Only petrol or racing fuel can be used such as V.P., no methanol allowed.

Fuel Pump

The fuel pump must be fitted outside the vehicle.

Fuel Lines

All fuel lines must be fitted underneath the vehicle and kept away from the flywheel area. All interior fuel lines must be of steal breaded material.

Fuel Tank

All fuel tanks must be located outside driver's compartment. If fuel tank is in the trunk, a bulkhead must separate the driver's compartment from the fuel tank. Only factory plastic fuel tanks are permitted.

Fuel Breathers

All fuel breathers must lead to the outside of the car.

Nitrous Oxide

External heating of the bottle must be with an approved electric blanket only (No blow lamp allowed)

Water Injection

Water injection can be used, only water allowed strictly no methanol.

Tyres

Slick tyres can be used.

Helpers

In SM Open Classes, only 2 helpers can assist the car.

Competition Numbers

All numbers and letters must be fitted to the front and rear windshields with minimum size of 3 inches (76mm) high and 1 inch (25.4mm) wide.

Disqualifications

If any car competing in this class is found not to be within these regulations the car will be disqualified for three (3) events starting from the first event that the owner signs his car in for the event.

Note

The following penalties apply:
Multivalve engines cubic capacity x 1.1
NOS assisted engine cubic capacity x 1.4
Turbo and super chargers cubic capacity x 1.4
Other pressurised substances cubic capacity x 1.4

Example: A car with a 2 Litre 16 valve engine equipped with turbo 2000cc x 1.4 (turbo penalty) x 1.1 (multivalve penalty) = 3080cc

Classes

SM 1 Class up to 1850cc
SM2 Class from 1851cc up to 2100cc
SM3 Class from 2101cc up to 2400cc
SM4 Class from 2401cc up to 4000cc
SM5 Class from 4001cc up to 6500cc
SM6 Class from 6501cc and above

Rotary Engine

Engine cc from rotary engine is considered as 1300cc each rotor, for example RX7 13B engine is two rotors so it is considered as 2600cc plus penalties as regulations.

*****IMPORTANT*****
The Malta Drag Racing Association committee, reserves the right to amend these above regulations when it deems necessary. To the best interest of the association and the drivers.

All modifications not listed must be notified to the competition secretary within a minimum of 60 days prior to any event in which it desires approval eligibility.

In all cases of dispute over the interpretation of these rules the committee's decision is final and binding.

Racing Trucks

1) Il-**kompetituri** kollha u l-**helpers** taghhom, jridu joqghodu ghad-**Decizzjonijiet** li jiehdu kemm r-**race director,** kif ukoll ic-**chief starter**. Iddecizzjoni taghhom **hi finali** u **minghajr appell**, sakemm ma jkunx hemm xi **zball m**in-naha ta min qieghed **imexxi** t-tigrijiet. **Tilwiem zejjed** mac-chief starter **mhux** permessibbli.

2) Kull **kompetitur** jrid jkun liebes **firesuit** jew **coverall**, biex jsuq waqt l-events. Hadd mill-kompetituri mhu ser **jithalla** jsuq minghajrhom. Ilkompetituri Kollha jridu jiehdu hsieb li jkollhhom il-**crash helmet** full face u **safety Belt** marbutin, kif jidhlu gewwa l-**fire up lane.**

3) It-trakkijiet kollha, jridu **jistartjaw** qabel ma **jaqbzu** lburnout Area. Ser jinghata **hin** ta **tletin sekonda** cans, biex wiehed jkun jista jistartja it-trakk tieghu min meta jghidlu c-**chief starter.** Jekk it-trakk ma **jistartjax** fil-hin stipulat, dan ser jigi awtomatikament **skwalifikat.**

4) **Tlett helpers** jew inqas jistghu **jassistu** t-trakk waqt il-kompetizzjoni.

5) Huwa **rakkomandat** li t-**trakkijiet** kollha jkollhom **self-starter**, ghalkemm dan **mhux obligatorju**. Hadd mil-**kompetituri** mhux ser jithalla **jqabbad** it-trakk tieghu, waqt li jkun **qabez** il-burnout area jekk ma jkollux self-starter. Regola **numru 3,** fir-regolamenti jghoddu ghal kulhadd.

6) Il-**burnouts** jridu jsiru biss **fejn suppost**, jigifieri fil-**banju**. **Ilma** biss jista **jintuza** ghal burnouts. **Hadd** ma jista jitfa ilma qabel il-**kanal** ghaliex jigi **skwalifikat**. Meta kompetitur jkun qieghed jaghmel il-burnout, hu jew il-helper tieghu jrid **jiehu hsieb** li ma **jaqbiez** il-linji l-**homor**, ghaliex jigi **skwalifikat** wkoll. Meta inti tkun qieghed **taghmel il-burnout**, hadd mill-helpers ma jistgha joqghod quddiem it-trakk. Wara l-burnout, inti tista **taqbez** l-istarting line **darba** biss. Jekk taqbzu **darbtejn** inti tigi skwalifikat.

7) **Hadd** mill-helpers **ma jista jzomm** it-trakk tieghu waqt li jkun qieghedj aghmel il-**burnout**. Suggett ghal **zball**, dan ifisser **skwalifika.**

8) Jekk **waqt burnout** it-trakk iggarrab xi **hsarat,** jew ma jkunx jerga jista **jistartja**, jew jaqa xi **zejt** jew **ilma** mit-trakk, dan jigi awtomatikament **skwalifikata.**

9) **Ladarba** t-trakk **jaqbez** il-linja l-**blue, hadd** ma jista **jmissu** ghal l-ebda **raguni**.

10) Jekk iz-**zewg** kompetituri, **jitilqghu** qabel is-sigra ma tigi **attivata,** dawn it-**tnejn** jigu skwalifikati. Qabel mat -trakkijiet jidhlu ghal-**istaging**, iz-zewg **kompetituri** jridu jaghmlu **pre-stage** biss l-ewwel, imbaghad jaghmlu l-**istage.** Jekk kompetitur jghamel pre-stage u stage **f'daqqa** u l-kompetitur l-iehor jkun ghadu ma dahalx ghal - pre-stage, ta l-ewwel jista **jregga** lura u jerga jidhol ghal-pre-stage.

Dan ser jinghata **cans** wiehed biss biex **jirranga** l-izball li jkun ghamel. Jekk issir l-istess **kontravenzjoni** mill-istess sewwieq, dan **jigi** skwalifikat. Jekk kompetitur jkun diehel l-ahhar ghal l-istage u jdum hafna biex jidhol, ghal dan ser jkun hemm bozza bajda li tixghel ghal hames sekondi biss, biex wiehed ma jdumx u jhalli lil siehbu jirreffja l-magna ghal xejn. Kif il-bozza tintefa, c-**chief starter jaghfas l-istart button u min jkun ghadu ma dahalx ser jiehu red light.** Kull kompetitur jrid joghqod ghad-**decizzjoni** li jiehu c-chief starter.

Zewg kompetituri **li jaqbzu** l-linja s-**safra tan-nofs**, dawn ser jigu **skwalifikati** t-tnejn (anke **kompetitur wiehed** waqt bye-run) min dik it-tigrija. Jekk xi **trakk** jkun **ta'periklu** ghax-**xufiera l-ohra** fis-sewqan, jigifieri t-trakk ma jkunx **stabbli** bizzejed ma l-art, dan ser jigi **eskluz** mit-tigrijiet ta l-event ta **dak innhar.**

Observation run, li trid tigi **osservata** mil-organizzaturi **trid terga ssir** mil-gdid, qabel il-kompetitur jkun **jerga jista jikkompeti** f'events ohrajn.

11) Jekk kompetitur **jitfi** d-dwal tal-pre-stage u stage f'**daqqa** waqt listaging, dan jigi **skwalifikat** awtomatikament, jekk il-**kompetitur** jkun diga **qabez** l-istarting line **qabel.**

12) Biex **sewwieq** jigi kkunsidrat **rebbieh**, dan jrid jaqbez il-**finish line** bissahha tal-magna **biss**. Jekk iz-zewg trakkijiet waqt t-tigrija **jgarbu** xi **hsarat** u ma jaslux sal-**finish line**, dawn jigu skwalifikati **t-tnejn**. Anke min ikollu **bye-run**, dan irid jaqbez il-finish line **wkoll** biex jigi kkunsidrat **rebbieh**. Jekk wiehed jiehu red light u l-iehor ma jibqax tiela u jaqta il-finish line jew jieqaf b;xi hsara, dawn jigu skwolifikati t-tnejn.

13) Kompetitur li **jitlaq** qabel ma tigi **attivata** s-sigra, dan jigi awtomatikament **skwalifikat**.

14) Jekk trakk **jaqbez** il-linja s-**safra** li hemm f'nofs it- trakka, ser jigi **skwalifikat**. Dan ma jghoddx jekk is-**sewwieq** jkun ha xi **azzjoni** biex jevita xi **accident, li jgghielu jaqsam** il-linji bil - fors.

15) Jekk trakk **jinghata** red light u l-kompetitur l-iehor jkun **qasam** xi linja safra, it-tnejn ser jigu skwolifikati.

16) Kull **sewwieq** ma **jistax jsuq** izjed min trakk **wiehed,** fil - **klassijiet** jew fil-**handicap**.

17) Jekk sewwieq jkun **beda jsuq** waqt event, l-**istess** sewwieq jrid jkompli bit-tigrijiet. Imma **b'eccezzjoni**, jekk jkun hemm xi **problema** ta mard jew **xi haga** valida ohra, driver iehor ser jinghata **c-cans** li jkompli t-tigrijiet, diment li jkollu l-**licenzja** tas-sewqan **imhallsa.**

18) Sewwieq li ser isuq bi **speed eccessiv** meta diehel lura gewwa **Paddock**,jigi **skwalifikat awtomatikament** mill-**event** u jehel skwalifika ta **tlett events** ma jsuqx **awtomatikament.**

19) Dawk in-**nies** li jkunu qeghdin jahdmu kemm fil-bieb ta **barra,** kif wkoll dawk li jkunu qeghdin jghamlu **xogholhom** fit-trakka jridu jigu **rispettati**.

20) **Kull** min ser jaqla xi problemi waqt il-**kompetizzjoni**, dan ser jigi mghoddi quddiem bord tad-dixxiplina. Ahna, l-membri kollha ta lassoccjazzjoni rridu **nuru** li l-**assoccjazzjoni** taghna hi wahda **serja.**

Kullhadd imissu jibda jghati **ezempju.** Ftakru li l-assoccjazzjoni hi **taghkhom** ukoll.

21) Inzommhu **f'rasna**, li meta nkunu **gewwa hal-far** biex **insuqu** waqt event, inhallu it-trakkijiet **jiggieldu** bejniethom, u mhux il-**kompetituri** jew **it-team** taghhom.

22) Il-**karta tal-hin** jista jehodha, d-**driver** jew il-**helper** biss.

23) Waqt il-**provi**, kemm waqt **event** kif ukoll f' **r.w.y.b.,** hadd **ma jista jirkeb** fil-kabina mad-driver.

24) F'kaz li trakk igarrab **xi hsarat** waqt l-event, ir-**race director** irid jigi **avzat mill-ewwel**. Ser jinghata cans ta **15 il-minuta** biex wiehed jkun **jista jirranga** l-hsarat.

25) Min jrid **jassisti** t-trakk tieghu, jista jghamel dan permess ta **Van biss** u ma jkunx hemm izjed **min tlieta** min-nies gol-**van**.

26) Meta l-kompetitur **jigi mghajjat** biex isuq, dan irid **johrog u jsuq**. Dan ser ikollu cans ta tlett minuti biex jigi jsuq.

27) Hadd ma jista **jitfa** diesel got-**trakk** waqt li jkun qieghed fil-**lanes b**iex johrog isuq.

28) Kull trakk jrid jkollu l-**kabina** tieghu gholja ta l-inqas **8 pulzieri** min ma l-art, jigiefiri l-izjed **parti baxxa tat-trakk**. Kull trakk irid jkollu, jew **zewg bibien** operabbli jew **bieba wahda** n-naha tad-driver u **safety hatch** li kull driver tat-trakk **jaghddi minnha**. (il-hatch jrid jibda minn **32 pulzier il-gewwa** minn naha tal-**bieba tad-driver**.) Trakkijiet **b'nofs kabina** ma **jistghux j**ikkompetu. Hadd ma jista jsuq, jekk it -trakk ma jkollux il-**bumper** ta quddiem i**mwahhal.**

29) Kull trakk tat-tigrija jrid jkollu l-**mudguards** ta wara **mwahhlin**. Ta quddiem ma hemmx ghalfejn jkunu hemm.

30) **It-tyres** tat-trakkijiet li jigru **taht** 17 il-sekonda jridu jkunu **tyres** mhux inqas minn **22.5 ins. diameter.** Trakkijiet li jigru il-fuq min 17 il-sekonda jistghu juzaw tyres izghar.

31) Trakkijiet bir-**rimmijiet tac-crieki**, jistghu jintuzaw biss minn dawk it-trakkijiet li jigru l-fuq min sbatax il-**sekonda biss.**

32) Kull trakk **imhaffef** (jigri kemm jigri) u dawk **standard** li jigru taht iz-**17 il – sekonda,** jrid jkollhom **roll cage** jew mal- **kabina kollha**, jew **madwar** id – driver biss tkun **tajba** ukoll. **Qies: 1,1/2" min barra x .1/8" hxuna tal-pajp.**

33) Kull **trakk** li jikkompeti jrid jkollu **safety belt** u jrid **jintlibes** kemm waqt il-**provi** u kemm waqt it-**tigrijiet.** Dan ma **jghoddx** ghat-trakkijiet **standard** li jigru l-fuq **minn 17 il- sekonda**.

34) Kull trakk irid jkollu **fire extinguisher** mimli, gewwa l-kabina.

35) Kull trakk irid jkollu is-**silencer** dritt, li jitfa **l-fuq**. Trakkijiet **standard** li ser ihallu silencer **f'postu** jistghu jsuqu **bl-eccesjoni** li jekk idahnu l-isfel, jigu **skwalifikati.**

36) Kull **trakk** irid jkollu **tank jew flixkun** ta mhux inqas minn **litru** ghal **bleeders** taz-zejt u tal-ilma.

37) Kull kompetitur li ghandu **supercharger,** dan irid jorbtu b'**cineg** li jekk jigi biex jinqala minn postu dan jkun **protett.**

38) It-trakkijiet kollha jrid jkollhom **hadida** taht l-**prop shaft,** biex izomm il-prop shaft milli jaqa, jekk **jmur xi cross**. **Qis tal - hadida. (flat bar 1.1/2" x 5/16")**

39) Kull trakk li ghandu l-**gear box** mikxufa u bla **protezzjoni** jrid jaghmel **cover** tal-hadid ta' mhux anqas minn **8 mm** hxuna mill-**housing tal-magna**, sa mhux inqas minn **18" il-pulzier lura**. Il-gearbox trid **titghatta** kemm min fuq kif wkoll min isfel, jigifieri **dawra tond**, u tigi **maghluqa** min - naha ta wara bl-istess materjal. Dan il-cover irrid **jigi bboldjat**, boltijiet ta' mhux in inqas minn ½ hxuna. (hames boltijiet kull naha mwahhlin ma chassis.) Din ma tapplikax ghal dawk it-trakkijiet li huma standard (ta' veru).

40) Kull trakk ma jistax jkollu l-**fly wheel** tieghu mhaffa. **Flywheels standard** tajbin ghat-trakkijiet li jigru sa 16 il-sekonda biss. Trakkijiet li jigru that is-16 il0sekonda jrid jkollhom flywheel steel jew aluminium. Responsabbli hu min ma jkollux jekk jinqala xi accident.

41) Klassijiet: open zewg klassijiet.

Open 1 class - fuel irrid jkun **diesel wahdu**. F'din il-klassi huwa permess l-uzu tan-**nitrous oxide**, **water injection u co2.**

Open 2 class - fuel irrid ikjun **diesel wahdu**. Sewqan biss **sahha** tal-magna **biss.**

Handicap: min **tnejn sa tlett** klassijiet. (dan jiddependi kemm jkun hem trakkijiet fl-event). F'dawn il-klassijiet tal-bracket jridu jinstaqu wkoll **bid-diesel biss**. **Sustanzi** ohra huma **projbiti**. Il-hinijiet tal-handicap ser jittiehdu hekk. Min diehel fil-handicap biss, dan ghandu cans jaghmel **tlett provi** mbaghad jittiehed l-**ahjar hin** mil-provi, filwaqt dak li diehel jsuq fil-klassijiet **open** kif wkol fil-**handicap**, jittiehed il-hin ta l-**open class** 2, ghal handicap.

42) Tigrijiet **finali** ser jkunu **tigrija wahda** biss, mhux min tlieta.

43) **Protest** dejjem ghandu jkun **bil-miktub** u iffirmat mid-driver jew mil-owner. Protest fuq diesel huwa ta' lm10 li dejjem **ghandhom jithallsu** kemm minn min **jaqla** l-protest u kemm minn min **jaghmlu**. Jekk min jaqla lprotest **jinstab hazin** jitlef l-lm10 u jehel **sospensjoni** ta' sena ma jsuqx. Jekk jinstab tajjeb jitlef l-lm10 min ghamel l-protest biss. **Protest fuq magna** huwa ta' lm10 u **depositu ta lm200**, li jkopru ghal li spejjes tal-mechanic kif ukoll tattrakk, li jridu jithallsu minn min jaghmel l-**protest biss** u mhux **min jaqghilu**.

Jekk **jinstab** li kien **hazin** jehel sospensojoni ta' **sena** ma jsuqx u **jitlef** l-lm10. Jekk jinstab li kien **tajjeb,** jitlef l-lm10 **min ghamel** l-protest u jkollu jhallas l**ispejjez** tal-magna u tal-mechanic. Jekk li spejjes ma **jlahqux** ghal lm200 dan jiehu lura l-**bqija tal-flus**. Min ma **jaccettax** il-protest li jsirlu jigi **skwalifikat 3 events** awtomatikament. Meta jsir xi protest fuq magna, **l-owner, id-driver u l-mechanic** jistghu jigu **jaraw l-magna**. Protest fuq id-**diesel** jista jigi jara dak **li ghamel** l-protest biss, jigifieri l-protest jkun hemm d-driver tat-**trakk oppost**, dak li ghamel l-protest u dak li jkun bil-magna li **ticcekja** d-diesel. Waqt li d-**diesel** jkun qieghed jigi iccekkjat mir-**race director.** Hadd ma jista **jmur** biex **jara x'qies** hu d-diesel ta' **haddiehor**. Jekk trid tara, ghamel **protest** kif inhu **mitlub** skond ir-**regolamenti**.
Il-kitba tat-trakkijiet trid issir fid-dati msemmijja u it-tigrijiet ser jkunu listess bhal tal-karozzi. Quolifications u dial-ins jsiru s-sibt u t-tigrijiet il-hadd. Dawn ir-regoli jistghu jinbiddlu, meta l-assoccjazzjoni tara li hemm il-bzonn ta' bdil jew irrangar fihom.

All modifications not listed must be notified to the competition secretary within a minimum of 60 days prior to any event in which it desires approval eligibility. In all cases of disputes over the interpretation of these rules the committee's decision is final and binding.

Off-roading Regulations

Standard Class

Definition of a Standard Vehicle

A standard vehicle is a vehicle with mechanical systems and bodywork as it left the factory, but subject to the following qualifications:

Bodywork

The standard vehicles will be recognized from the bulkhead. The bulkhead must be of a standard vehicle and unmodified. The above will not apply to bodywork below the chassis (The intention is to allow the removal of vulnerable low level panels and allow for variations to suit a wide range of working vehicles).

Bumpers may be modified to reduce risk of damage but be of full width of the vehicle.

For relevant bodywork to comply to standard it must display the same silhouette as per manufacturer in any section; side view, end view and plan view.

For a vehicle to be recognized as a standard vehicle, although it will be up to the scrutinisers' discretion to determine if any vehicle is to be considered as a standard vehicle, at least 250 identical vehicles must have been produced. This will determine the parts to be used for the bodywork. This means that for example a Land Rover Series 2 can be mounted with a mudguard from a Land Rover Series 3 or 90, but not from a Range Rover or a Suzuki (or any other make of car).

Standard vehicles competing in events must conform to these Technical Regulations. Before taking part in any competition, or practice for any competition, all vehicles must be presented to the event Scrutineers for examination and approval.

All vehicles must be ROAD TAXED and with a VALID insurance cover

Mudguards

To be coherent with the bulkhead, and must cover the top of the tyre in full when viewed from the side.

Original Factory Rubber or plastic arches MUST NOT be removed. However plastic or fibreglass arches must be fitted to vehicles that have wider axles installed and that protrude more than the bodywork. (E.g., a Series Land Rover fitted with coil sprung axles and wide wheels). Tyres may protrude up to a maximum of ¼ of the tyre width from the bodywork (including rubber or plastic wheel arches). See 1.4

Vehicles converted to coil springs need not install any rubber strips **as long** as the wheels do not protrude more than the body, but must comply with regulation 1.2 above.

Front and rear wheel arch openings may be cut or modified in order to ensure adequate clearance for the fitting of larger tyres (maximum 34 inch. Excessive cuts will result in elimination from this class. If in doubt please contact the scrutineer or a committee member.

Must not have any material cut off from the faces of the front or rear mudguards.

Rear mudguard bottom edge may be cut horizontally up to the top rear cross member. If a higher up cut is present an alternative corner is to be fitted to ensure that from a side view there is coverage up to the top of the rear cross member. Vehicles of non-land rover origins, with no full width cross member may use the top of the chassis rail as a guide for cutting. If in doubt please contact the scrutineer or a committee member.

Mud flaps need not be fitted.

No sharp edges around all the bodywork are permitted.

Bulkhead/Cockpit

Different dashboard / instruments may be neatly installed.

Engine/gearbox surrounding may be altered.

Bulkheads should be complete with all holes sealed.

A rigid floor pan, with some modification allowed for different engine & gearboxes must be well secured to the rest of the vehicle.

Neat wiring loom in cockpit.

All equipment to be secured well inside the vehicle.

Any alterations done to the bulkhead, as for engine/gearbox accommodation, must be done with non-flammable material. Wood, fibreglass or magnesium is prohibited.

Any alterations to the bulkhead, as for engine/gearbox accommodation, must not affect its overall original dimensions or width.

NO SHARP EDGES ARE PERMITTED IN THE COCKPIT.

Internal cages, where fitted, must be padded where in close proximity of the driver/passenger to avoid unnecessary injuries.

Overhang

Must not be cut at front or rear, and the rear cross member, factory standard, direct replica or replacement of it, must be present in full width.

Wheelbase

Have an allowance of + or - 5% of a standard original manufacturers wheelbase with the corresponding model.

Differentials

Both front and rear differentials must be open diffs. No traction aid devices are allowed. (difflocks / limited slip diffs / etc.). Welded differentials are not permitted.

Side Sills

May be removed.

May be replaced by side pipes.

Bumpers

Must be fitted.

May be raised by the chassis height.

Must cover full width of the vehicle.

Must not be moved inwards towards the body.

May be fabricated from box channel, tube, etc.

Roll Cages

May be installed, but **must not** form part of the bodywork.

May be internal or external. In the case of internal cages adequate padding MUST be done as necessary where in close proximities to the driver's/passenger's heads.

Please refer to appendix A for roll cage rules and regulations

If roll cage is present it will be subject to scruteenering for structural integrity.

Fuel Tanks

All fuel tanks must be securely fixed.

Fuel tanks may be in the original factory position or relocated to a suitable position. Fuel tanks located in the load area/rear tub must be covered with inflammable material and properly isolated from the driver/co-diver compartment. Dimensions may be increased or decreased.

Good quality fuel lines must be safely connected and secured with hose clips. Tie wraps are not accepted!

If fitted with fuel fillers, other than in the standard factory location, must have collector/spill trays incorporated to enable spillage to drain outside the vehicle.

Tank fillers and caps must not protrude beyond the bodywork, nor be situated within the driver/passenger compartment.

Vehicles with under seat fillers must have the original under seat lids and these should be locked down with their appropriate locks.

The caps must have an efficient locking action and seal so as to reduce the risk of accidental opening or leaking, during an accident and to ensure positive closing after refuelling.

Use normally available pump fuel.

Battery

Must be separated from the driver/passenger compartment by means of a bulkhead or cover.

Must be securely fixed.

Must be adequately covered to contain any spillage.

Covers do not have to be of metal. Plastic and/or wood are acceptable.

Terminals must be covered from any metal contact.

Must be in good condition.

Lights and Horns

Vehicles should be equipped with suitable lighting.

All lights, indicators, horns, side/tail lamps, number plate light, brake lights and reverse lights must work.

No broken lenses or covers.

Horns must be well audible.

Extra spotlights may be fitted. It is recommended that these be made functional only when the beam is on.

Manual switched extra spotlights must have cockpit indicators.

The bright mode of headlamps must have dashboard/cockpit indicators.

An automatic reverse light switch is recommended, but a manual switch may be fitted as long as it is accompanied by a cockpit pilot warning lamp indicator.

Wire ends must be well insulated; no wire ends must be visible.

Engine Compartment

No flammable objects are permitted

Good bonnet locks, with a positive lock action as to prevent opening of bonnet while vehicle is moving must be fitted.

Neat wiring looms in engine compartment.

Wire ends must be well insulated; no wire ends must be visible.

Air intake must not be in passenger compartment.

Air intake must be safely connected.

No sharp edges are permitted.

Engine and Gearbox

Engine make, capacity and model are unlimited.

Gearbox make and model are unlimited as long as it is four wheel drive.

Gearbox must function correctly.

Gear ratios may be changed to suit alternative engine outputs.

Automatic gearbox equipped vehicles must not start if not in the P or Park position.

<u>Note:</u> - It is obvious with a free choice of power unit, additional modifications are inevitable. That is uprating brakes and amendment to gear ratios. However, it must be noted if such modifications are exploited to give an unfair advantage, the Chief Scrutineer and/or Technical Officer will have the right to declare the vehicle nonstandard and moved to a particular class.

Exhaust System and Steering Geometry:

Exhaust system may be altered.

Exhaust noise must be kept to a reasonable level.

Exhaust system shall not pass through the driver or passenger compartment.

Exposed exhaust parts must be suitably guarded with no leaks.

Exposed exhaust parts must not protrude beyond bodywork.

Good steering geometry with no wears (Ball joints, relay, etc.).

Have a full circumference, full diameter steering wheel unless originally manufactured otherwise.

Have steering movement controlled to avoid fouling of wheels on chassis or bodywork.

Vehicles may have steering boxes and axles interchanged to an improved specification (i.e. late items to early vehicles only), points of attachment being strengthened where necessary.

Steering linkage rods may be sleeved or have extra material bolted or welded to them for additional strength

High strength one-piece steering rods are allowed. Locking of these will be by the use of lock-nuts, not clamps

Axle casings may have strengthening material welded to them

Rear wheel or four wheel steering is prohibited unless originally manufactured on a production vehicle; however when this is a standard fitment, this may not be used during competitions.

Wheels, Tyres, Brakes and Hand Brake:

Have not less than four road wheels and tyres (excluding the spare).

Not be fitted with any multiple or laminated wheel spacer.

Not be fitted with any wheel spacer of less than hub diameter.

Wheel spacer exceeding 25 mm (1 in.) in thickness must have different mounting points for the wheel and the spacer i.e. spacer must be fixed to hub by the original wheel mounting studs and the wheel mounted to the spacer. Max spacer size permitted is 30mm.

Not be fitted with duplicated wheels.

Must carry one (or more) securely fastened spare wheel capable of replacing any one of the wheels in use on the vehicle.

Agricultural tires, studded tires, twin wheels or tire chains are prohibited.

All remaining road legal tires may be used.

Any size tyres may be used so long as they have a maximum inflated diameter of 34". (e.g. 900 x 16) in overall diameter. Actual size will be measured with tyre mounted on the vehicle and inflated at 20psi.

Tyres: Minimum tread depth must not be less than 3mm.

Brake pipe & connections must be in good condition and not foul any suspension or tyres.

Brake pipes should be of an adequate length for modified suspensions.

Brakes must have good braking power.

Parking brake must function well independently from the hydraulics.

If hydraulic parking brake is fitted it must be a completely separate system.

Independently operated rear brakes (fiddle brakes) are not permitted.

Vehicles fitted with automatic gearboxes must have an independent parking braking system.

Recovery Points

Front and rear recovery attachments must be provided for recovery purposes.

All towing points must be attached to a sound part of the chassis and/or bumper. Rusty or cracked rear cross members will result in an immediate failure.

Bolts for mounting the tow points must be marked with the tensile strength. Unmarked bolts will result in an instant failure.

Tow-points must be bolted to the chassis/bumper.

Towing points need not be painted in a contrasting colour.

All vehicles must carry a suitable towrope with no metal eyes.

Hooks used as recovery points must be facing upwards or must have a means of positive locking for the rope.

Tow-points should be mounted in line with chassis rails (preferably right hand side) or if centrally mounted attach directly to a cross member.

Ensure there is a minimum metal cross sectional area of 300mm at any section between hook and chassis, including fixings. I.e. 2 off M14 single shear or 4 off M10 double shear. Minimum tensile strength 8.8. It is recommended that 10.9 tensile strength be used.

Mount tow-balls horizontally where possible (with sharp edges of rope contact area rounded to 5mm radius.

Use 75mm x 50mm x 6mm backing plates for load spreading. (I.e. total edge length of load spreader x wall thickness of panel should be 300mm. If in any doubt, seek advice from the Technical Officer or Chief Scrutineer.

Towropes must be looped at each end.

Towropes dimensions must be of a minimum cross sectional thickness of 24 mm and of a length not less than 4 meters. Specs 4meter x 24mm

Nylon rope, which has a rating of 12 tons. Anything above these specs is accepted.

D-shackles or bow shackles for joining ropes are not to be used. D shackles can only be used to attach the rope to the vehicle and must be certified.

Use of flat webbing straps, chain, polypropylene, wire ropes, hemp rope etc. for snatch recovery is not accepted as a recovery towrope.

Fire Extinguisher and Face Protection

All competing vehicles MUST carry a fire extinguisher which needs to be bolted down securely in an accessible location.

All vehicles will carry a fire extinguisher with a minimum capacity of 2 kg with a valid date, and be of spray foam or dry powder variety.

The windscreen must be present and be raised throughout the entire competitions.

Must have the windscreen frame from a standard vehicle, and coherent to the bulkhead, the glass must be standard triplex item or have laminated glass only, of a minimum thickness of 4 mm.

Be equipped with a rear view and/or driver mirrors.

Tops

All types of roof may be removed.

All soft-top vehicles cover and pipes may be removed. It is **recommended** that soft top vehicles have the main hoop (i.e. The one behind driver/navigator) strong enough to withstand a roll over and offer some protection to occupants.

No sharp edges are allowed.

Please do remember that our sport is dangerous and very easy for a vehicle to topple over, so, while an original hard top or truck cab are the minimum required, it is suggested that a rear hoop is fitted to protect occupants!

Doors

Door tops may be removed, as from above the waistline.

Tailgate may be removed.

All doors, bonnet and tailgate must be secured as not to fall from the hinges while competing.

A good shut must be achieved by either a positive locking action or proper door setting and lock tensioning.

No sharp edges are allowed.

All doors tailgate and bonnet must be coherent with the bulkhead.

Suspension:

Suspension movement must be controlled to avoid fouling of wheels on chassis or bodywork.

Suspension modifications are allowed

Dislocating suspensions are not allowed.

Note: - TOTAL MAXIMUM LIFT or suspension travel PERMITTED IS limited to 50mm OR 2 INCH from standard. Such lift or travel may be obtained EITHER FROM BODY OR SUSPENSION, OR ELSE 1 INCH FROM BODY AND 1 INCH FROM SUSPENSION.

Seats and Seat Belts

Any type of automotive seat is allowed. Seats must have adequate padding with no protruding metal framework or springs showing and be in general good condition.

Must be securely fixed to the seat box and/or floor and any seat base fit snugly into its appropriate position.

All seat safety belts must be made out of approved materials and anchored securely into the vehicle. Seat belts, in the following specified configurations, must be worn and be correctly adjusted at all times during events.

Three point. One diagonal shoulder strap and one lap strap, with three anchorage points on the chassis/body shell or roll over bar of the vehicle on either side and to the rear of the driver's seat.

Four point. Two shoulder straps and one lap strap, with three or four anchorage points on the chassis/body shell or roll over bar of the vehicle. One either side of the driver and two to the rear of the driver's seat (or one symmetrical for the two shoulder straps).

Six point. Two shoulder straps, one lap strap and two straps between the legs, with six anchorage points on the chassis/body shell or roll over bar of the vehicle. One either side of the driver, two to the rear of the driver's seat (or one symmetrical for the two shoulder straps) and two between the legs. Minimum seat belt width to be 2”

Note: - It is not permitted to mix parts of seat belts. Only complete sets as supplied by manufacturers should be used. Only one release mechanism is permitted on each seat belt configuration and this must be available for the wearer to operate whilst seated in the competing position.

Seatbelts must be in good condition with no cuts and fraying of the belt strap.

All belt locking mechanisms must work correctly and not be jammed or fail to lock.

Automatic reel seatbelts must lock when the appropriate force is applied.

Mounting points must be either in the original mounting points or affixed securely to a major structural component in the vehicles bodywork. Seatbelt mechanisms or mounting points will fail if mounted directly to any aluminium bodywork.

All fasteners must be of an approved tensile strength (unmarked bolts will not be allowed).

Seatbelts must be worn during all club activities; failure to comply may cause exclusion from the event involved.

Advanced Class

Definition of an Advanced Vehicle

Advanced vehicles are basically standard vehicles modified up to the limits set by these regulations.

Bodywork

The Advanced vehicles will be recognized from the bulkhead and other bodywork modifications, which enable enhanced off-road ability over the standard class. The bulkhead may be of the same dimensions of a standard vehicle but can be, built up or modified (lowered, chopped) to suit the requirement of the build for a vehicle to be recognized as an Advanced. The Advanced class vehicle must at least have had 250 identical vehicles produced. This will determine the parts to be used for the bodywork. This means that for example a Land Rover Series 2 can be mounted with a mudguard from a Land Rover Series 3 or 90, but not from a Range Rover or a Suzuki (or any other make of car).

For relevant bodywork to comply to the Advanced Class it must display the same silhouette as per manufacturer in any section; side view, end view and plan view!

Competitors must present their vehicle, in a clean condition, with any relevant paperwork, for scrutineering at the nominated time prior to taking part in the event.

Advanced vehicles competing in events MUST conform to these Technical Regulations as appropriate. Before taking part in any competition, or practice for any competition, all vehicles must be presented to the event Scrutineers for examination and approval.

All vehicles must be ROAD TAXED and with a VALID Insurance Cover

Mudguards

Must be coherent with the bulkhead, and must cover the top of the tyre in full when viewed from the side.

Original Factory Rubber or plastic arches may be removed and replaced by a suitable alternative to cover any exposed tyre tread.

Must be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents.

Wheel arches may be cut by in order to accommodate larger tyres (maximum size 36inch).

Wheel arch must extend downwards at the back or the front of the mudguard (as applicable) of the wheel

No sharp edges are permitted.

Mudguards must cover the entire road wheel or tyre tread viewed from the top.

Tyres may protrude by a maximum of ¼ of the tread width from the bodywork.

Rear Mud flaps need not be fitted.

Rear mudguard bottom edge may be cut horizontally up to the rear cross member top. If a higher up cut is present an alternative corner is to be fitted to ensure that from a side view there is coverage up to the top of the rear cross member. Vehicles of non-Land Rover origins, with no full width cross member may use the top or the chassis rail as a guide for cutting. If in doubt please contact the scrutineer.

Bulkhead/Cockpit

Bulkheads should be complete with all holes sealed.

Bulkhead may be lowered.

Different dashboards may be neatly installed.

Engine/gearbox surrounding may be altered. Any alterations to the bulkhead, as for engine/gearbox accommodation, must not affect its overall original dimensions or width.

Any alterations done to the bulkhead must be done with a non-flammable material. Wood, fiberglass or magnesium are prohibited.

A rigid floor pan, with some modifications allowed for different engines and gearboxes must be well secured to the rest of the vehicle.

Neat wiring looms in cockpit.

All equipment to be secured well inside the vehicle.

NO SHARP EDGES MUST BE PRESENT IN THE COCKPIT.

Internal cages must be padded where in close proximity of the driver/passenger to avoid unnecessary injuries.

Chassis and Overhang

Chassis must be in good condition and not have rust or corrosion next to major structural components. Chassis may be cut to elongate or shorten wheelbase according to 4.1 below.

Overhang can be cut at the rear, but the rear cross member has to remain either factory standard or a replacement of it, and must be present in full width.

Wheelbase

Any wheelbase is permitted, as long as it is a standard original factory wheelbase on any of the manufacturers' in question range of vehicles.

Minimum acceptable wheelbase to be 1270 mm (50 in.)

Differentials

Any type of diff-locks and traction aids, known to date are permitted.

Welded differentials are permitted.

Only one locker or traction aid is permitted per vehicle; (not including transfer box diff-lock)

Side Sills

May be removed.

May be replaced by side pipes, which may be welded or bolted on.

Bumpers

Must be fitted.

May be raised by more than the chassis height.

Must cover full width of the vehicle.

May be moved inwards towards the body.

May be fabricated from box channel, U channel, tube, etc..., and be made to accommodate a winch. Minimum height of bumper to be 4", and minimum wall thickness of material to be 3.2mm.

Roll Cages

A main hoop must be fitted. Main hoop must have a minimum of one diagonal member and 2 backstays. Please refer to appendix A.

A full roll cage, which can be either welded or bolted to the chassis, may be fitted. Please refer to Appendix A. It may be internal or external. In the case of internal cages, adequate padding MUST be done as necessary, where in close proximities to the driver's/passenger's heads. NOTE: When fitting a full roll cage, this must be done to Club standards. Please refer to Appendix A for specifications on roll hoops, roll bars and roll cages.

IF YOU HAVE ANY QUERIES, WE URGE YOU TO DISCUSS YOUR MAIN HOOP / ROLL CAGE WITH THE SCRUTINEERS BEFORE FABRICATION COMMENCES.

Roll cage or roll bars are subject to scrutineering for structural integrity.

Fuel Tanks

All fuel tanks must be securely fixed, either in its original place or elsewhere as long as it is NOT within the driver/passenger compartment. Every effort should be made to isolate fuel tanks and pipes from the driver/passenger compartment. The risk of fuel spillage from accident damage can be reduced by a metal enclosure, bulkhead or a cover between the tank and the driver's compartment, if in the vehicle, or by means of protection plates if located under the vehicle and it should be, vented appropriately.

Tanks should be located so that they are given maximum protection by the structure of the vehicle.

Vents must be designed to avoid spillage if the vehicle overturns. The use of non-return valves is allowed.

Good quality Fuel lines must be safely connected and secured either with threaded fittings or hose clips. Tie wraps ARE NOT allowed!

If fitted with fuel fillers, other than in the standard factory location, must have collector/spill trays incorporated to enable spillage to drain outside the vehicle.

Use normally available pump fuel.

Tank fillers and caps must not protrude beyond the bodywork, nor be situated within the driver/passenger compartment. The caps must have an efficient locking action and seal so as to reduce the risk of accidental opening or leaking, during an accident and to ensure positive closing after refuelling.

Battery

Must be separated from the driver/passenger compartment by means of a bulkhead or cover.

Must be securely fixed.

Must be adequately covered to contain any spillage.

Covers do not have to be made of metal. Plastic and/or wood are acceptable.

Terminals must be tight and covered from any metal contact.

Battery must be in good condition.

It is recommended that vehicles should be equipped with a main switch. This must isolate the battery from all electrical circuits.

If fitted with a winch/s, these must have separate battery isolators/main switch

Lights and Horns

Vehicles should be equipped with suitable lighting.

All lights, indicators, horns, side/tail lamps, number plate light, brake lights and reverse light must work.

No broken lenses or covers.

Horn must be well audible.

Extra spotlights may be fitted.

Manual switched extra spotlights must have cockpit pilot warning lamp indicators.

The bright mode of headlamps must have dashboard/cockpit pilot warning lamp indicators.

An automatic reverse light switch is recommended, but a manual switch may be fitted as long as it is accompanied by a cockpit pilot warning lamp indicator.

Wire ends must be well insulated; no wire ends must be visible.

Engine Compartment

No flammable objects must be present.

Good bonnet locks, with a positive lock action as to prevent opening of bonnet while vehicle is moving must be fitted.

Neat wiring loom in engine compartment.

Wire ends must be well insulated; no wire ends must be visible.

Air intake must not be in passenger compartment.

Air intake must be safely connected and of suitable material.

No sharp edges.

Engine and Gearbox

Engine make, capacity and model are unlimited.

Gearbox make and model are unlimited as long as it is four wheel drive.

Gearbox must function correctly.

Gear ratios may be changed to suit alternative engine outputs.

<u>Note</u>: - It is obvious with a free choice of power unit, additional modifications are inevitable. i.e. upgrading brakes and amendment to gear ratios. However, it must be noted if such modifications are exploited to give an unfair advantage, the Chief Scrutineer and/or Technical Officer will have the right to declare the vehicle non eligible for the particular event.

Exhaust System and Steering Geometry

Exhaust system may be altered.

Exhaust noise shall be kept to a reasonable level.

Exhaust system shall not pass through the driver or passenger compartment.

Exposed exhaust parts must be suitably guarded with no leaks.

Exposed exhaust parts must not protrude beyond bodywork.

Under no circumstances will steering gear parts that have been cut, cut off, bent or broken be allowed. **<u>Welded items will be subject to scrutineers' inspection for approval.</u>**

Good steering geometry with no wear (Ball joints, relay, etc.).

Have a full circumference, full diameter steering wheel unless originally manufactured otherwise.

Have steering movement controlled to avoid fouling of wheels on chassis or bodywork.

Rear wheel or four wheel steering is prohibited unless originally manufactured on a production vehicle. When this is fitted, it may not be used during competitions.

Steering linkage rods may be sleeved or have extra material bolted or welded to them for additional strength.

High strength one-piece steering rods are allowed. Locking of these will be by the use of lock-nuts, not clamps.

Axle casings may have strengthening material welded to them.

Steering boxes and axles may be interchanged to an improved specification, points of attachment being strengthened where necessary.

Wheels, Tyres, Brakes and Hand Brake

Have not less than four road wheels and tyres (excluding the spare).

Not be fitted with any multiple or laminated wheel spacer.

Not be fitted with any wheel spacer of less than hub diameter.

Wheel spacer exceeding 25 mm (1 in.) in thickness must have different mounting points for the wheel and the spacer i.e. spacer must be fixed to hub by the wheel original mounting studs and the wheel mounted to the spacer. Max spacer size permitted is 30mm.

Any welded wheels (banded or reversed centers) must be inspected, without tyres, by a scrutineer before being used for a trial.

Not be fitted with duplicated wheels.

Must carry one (or more) securely fastened spare wheel capable of replacing any one of the wheels in use on the vehicle.

Agricultural tires, studded tires, twin wheels or tire chains are prohibited.

All remaining road legal tires may be used.

Tyre size must not exceed 36" in overall diameter. Actual size will be measured with tyre mounted on the vehicle and inflated to 20psi.

Tires: Minimum tread depth must not be less than 3mm.

Brake pipes & connections must be in good condition.

Brakes must have good braking power.

Parking brake must function well independently from the hydraulics.

If hydraulic parking brake is fitted it must be a completely separate system.

Independently operated rear brakes (fiddle brakes) are not permitted.

Vehicles fitted with automatic gearboxes must have an independent parking braking system.

Recovery Points

Front and rear recovery attachments must be provided for recovery purposes.

All towing points must be attached to a sound part of the chassis and/or bumper. Rusty or cracked rear cross members mean an immediate failure.

Bolts for mounting the tow points must be marked with the tensile strength. Unmarked bolts will be an instant failure.

Tow-points must be bolted to the chassis/ bumper.

Towing points need not be painted in a contrasting colour.

All vehicles must carry a suitable towrope with no metal eyes.

Hooks used as recovery points must be facing upwards or must have a means of positive locking for the rope.

Tow-points should be mounted in line with chassis rails (preferably right hand side) or if centrally mounted attach directly to a cross member.

Ensure there is a minimum metal cross sectional area of 300mm at any section between hook and chassis, including fixings. I.e. 2 off M14 single shear or 4 off M10 double shear.

Mount tow-balls horizontally where possible (with sharp edges of rope contact area rounded to 5mm radius.

Use 75mm x 50mm x 6mm backing plates for load spreading. (I.e. total edge length of load spreader x wall thickness of panel should be 300mm. If in any doubt, seek advice from the Technical Officer or Chief Scrutineer.

Towropes must be looped at each end.

Towropes dimensions must be of a minimum cross sectional thickness of 24 mm and of a length not less than 4 meters. Specs. 4meter x 24mm

Nylon rope, which has a rating of 12 tons. Anything above these specs is accepted.

D-shackles or bow shackles for joining ropes are not to be used. . D shackles can only be used to attach the rope to the vehicle and must be certified.

Use of flat webbing straps, chain, polypropylene, wire ropes, hemp rope etc. for snatch recovery is not accepted as a recovery towrope.

Fire Extinguisher and Face Protection

All competing vehicles MUST carry a fire extinguisher.

All vehicles will carry a fire extinguisher with a minimum capacity of 2 kg with a valid date, and be of spray foam or dry powder variety.

The windscreen must be present and be raised throughout the entire competitions.

Must have the windscreen frame from a standard vehicle, and coherent to the bulkhead, the glass must be standard triplex item or have laminated glass only, of a minimum thickness of 4 mm.

Be equipped with a rear view and/or driver mirrors.

Tops

All types of roof may be removed.

All soft-top vehicles cover and pipes may be removed.

No sharp edges are allowed.

Doors

Door tops may be removed, as from above the waistline.

Tailgate may be removed.

All doors, bonnet and tailgate must be secured as not to fall from the hinges while competing.

A good shut must be achieved by either a positive locking action or proper door setting and lock tensioning.

No sharp edges are allowed.

All doors, tailgate and bonnet must be coherent with the bulkhead.

Suspension

Suspension movement must be controlled to avoid fouling of wheels on chassis or bodywork, but otherwise all types of suspension modifications known to date can be installed.

Seats and Seat Belts

Any type of automotive seat is allowed. Seats must have adequate padding with no protruding metal framework or springs showing and be in general good condition.

Must be securely fixed to the seat box and/or floor and any seat base fit snugly into its appropriate position.

All seat safety belts must be made out of approved materials and anchored securely into the vehicle. Seat belts, in the following specified configurations, must be worn and be correctly adjusted at all times during events.

Three point. One diagonal shoulder strap and one lap strap, with three anchorage points on the chassis/body shell or roll over bar of the vehicle on either side and to the rear of the driver's seat.

Four point. Two shoulder straps and one lap strap, with three or four anchorage points on the chassis/body shell or roll over bar of the vehicle. One either side of the driver and two to the rear of the driver's seat (or one symmetrical for the two shoulder straps).

Six point. Two shoulder straps, one lap strap and two straps between the legs, with six anchorage points on the chassis/body shell or roll over bar of the vehicle. One either side of the driver, two to the rear of the driver's seat (or one symmetrical for the two shoulder straps) and two between the legs. Minimum seat belt width to be 2”

Notes: It is not permitted to mix parts of seat belts. Only complete sets as supplied by manufacturers should be used. Only one release mechanism is permitted on each seat belt configuration and this must be available for the wearer to operate whilst seated in the competing position.

Seatbelts must be in good condition with no cuts and fraying of the belt strap.

All belt locking mechanisms must work correctly and not be jammed or fail to lock.

Automatic reel seatbelts must lock when the appropriate force is applied.

Mounting points must be either in the original mounting points or affixed securely to a major structural component in the vehicles bodywork. Seatbelt mechanisms or mounting points will fail if mounted directly to any aluminium bodywork.

All fasteners must be of an approved tensile strength (unmarked bolts will not be allowed).

Seatbelts must be worn during all club activities; failure to comply may cause exclusion from the event involved.

Extreme Class

Definition of an Extreme Vehicle

Bodywork

ALL EXTREME VEHICLES MUST HAVE A FULL ROLL CAGE FITTED TO QUALIFY FOR THIS CLASS!

The Extreme vehicles will be recognized from the bulkhead, bodywork and axle modifications, which enable enhanced off-road ability over the other classes. The bulkhead may be of the same dimensions of a standard vehicle but can be built up or modified (lowered, chopped) to suit the requirement of the build. The Extreme class vehicle must at least have had 250 identical vehicles produced. This will determine the parts to be used for the bodywork. This means that for example a Land Rover Series 2 can be mounted with a mudguard from a Land Rover Series 3 or 90, but not from a Range Rover or a Suzuki (or any other make of car). In addition, tray back rear body work is permitted.

For relevant bodywork to comply to the extreme class it must display a similar silhouette as per manufacturer in any section; side view, end view and plan view! The chassis and bodywork must be from the same car manufacturer.

Competitors must present their vehicle, in a clean condition, with any relevant paperwork, for scrutineering at the nominated time prior to taking part in the event.

Extreme vehicles competing in events MUST conform to these Technical Regulations as appropriate.

All vehicles must be ROAD TAXED and with a VALID Insurance Cover

Mudguards

Must be coherent with the bulkhead, and must cover the top of the tyre in full when viewed from the side.

Factory standard rubber or plastic arches may be removed as long as not more than ¼ of the tyre thread is exposed. If more than ¼ of the tyre is exposed, wheel arches must be fitted to cover the extra amount of tyre exposed.

Must be achieved with a continuous surface of rigid material uninterrupted by any gaps, holes, slots or vents.

Wheel arches may be cut to clear larger wheel and tyre combinations. The original mudguard shape must be present and distinguishable.

Front mudguards may be trimmed at the front.

No sharp edges are permitted.

Mudguards may not cover the entire road wheel or tyre tread viewed from the top.

Protruding tyre tread to a maximum of ¼ of the tread width is allowed from the bodywork.

Mud flaps need not be fitted.

Rear mudguard may be cut horizontally.

Bulkhead/Cockpit

Bulkheads should be complete with all holes sealed.

Bulkhead may be lowered, widened, chopped, narrowed (please see note in Extreme class introduction above).

Different dashboards may be neatly installed.

Engine/gearbox surrounding may be altered. Any alterations to the bulkhead, as for engine/gearbox accommodation, must not affect its overall original dimensions or width.

Any alterations done to the bulkhead must be done with a non-flammable material. Wood, fiberglass or magnesium are prohibited.

A rigid floor pan, with some modifications allowed for different engines and gearboxes must be well secured to the rest of the vehicle.

Neat wiring looms in cockpit.

All equipment to be secured well inside the vehicle.

NO SHARP EDGES MUST BE PRESENT IN THE COCKPIT.

Internal cages must be padded where in close proximity of the driver/passenger to avoid unnecessary injuries.

Chassis and Overhang

Chassis must be in good condition and not have rust or corrosion next to major structural components.

Chassis may be cut to elongate or shorten wheelbase according to 4.1 below.

Overhang can be cut at the rear, but the rear cross member has to remain either factory standard or a replacement of it, and must be present in full width.

Wheelbase

Any wheelbase is permitted, as long as it is a standard original factory wheelbase on any of the manufacturers' in question range of vehicles; (+/- 5% allowance)

Minimum acceptable wheelbase to be 1270 mm (50 in.)

Differentials

Any type of diff-locks and traction aids, known to date are permitted.

Welded differentials are permitted.

Any type of conventional axle is allowed as long as the overall track or the vehicle does not exceed 75 inches.

Side Sills

May be removed.

May be replaced by side pipes, which may be welded or bolted on.

Bumpers

Must be fitted.

May be raised by more than the chassis height.

Must cover full width of the vehicle.

May be moved inwards towards the body.

May be fabricated from box channel, U channel, tube, etc..., and be made to accommodate a winch. Minimum height of bumper to be 4", and minimum wall thickness of material to be 3.2mm.

Roll Cages

A full roll cage, which can be either welded or bolted to the chassis, must be fitted. Please refer to Appendix A. It may be internal or external. In the case of internal cages adequate padding MUST be done as necessary, where in close proximity to the driver's/passenger's heads.

Note: - Roll cages must be done to Club standards. Please refer to Appendix A for specifications on roll hoops, roll bars and roll cages.

IF YOU HAVE ANY QUERIES, WE URGE YOU TO DISCUSS YOUR MAIN HOOP / ROLL CAGE WITH THE SCRUTINEERS BEFORE FABRICATION COMMENCES.

Roll cage or roll bars are subject to scrutineering for structural integrity.

Fuel Tanks

All fuel tanks must be securely fixed, either in its original place or elsewhere as long as it is NOT within the driver/passenger compartment. Every effort should be made to isolate fuel tanks and pipes from the driver/passenger compartment. The risk of fuel spillage from accident damage can be reduced by a metal enclosure, bulkhead or a cover between the tank and the driver's compartment, if in the vehicle, or by means of protection plates if located under the vehicle and it should be, vented appropriately.

Tanks should be located so that they are given maximum protection by the structure of the vehicle.

Vents must be designed to avoid spillage if the vehicle overturns. The use of non-return valves is allowed with an appropriate drain in case of valve failure.

Good quality Fuel lines must be safely connected and secured either with threaded fittings or hose clips. Tie wraps ARE NOT allowed!

If fitted with fuel fillers, other than in the standard factory location, must have collector/spill trays incorporated to enable spillage to drain outside the vehicle.

Use normally available pump fuel.

Tank fillers and caps must not protrude beyond the bodywork, nor be situated within the driver/passenger compartment. The caps must have an efficient locking action and seal so as to reduce the risk of accidental opening or leaking, during an accident and to ensure positive closing after refuelling.

Battery

Must be separated from the driver/passenger compartment by means of a bulkhead or cover.

Must be securely fixed.

Must be adequately covered to contain any spillage.

Covers do not have to be made of metal. Plastic and/or wood are acceptable.

Terminals must be tight and covered from any metal contact.

Battery must be in good condition.

All Wiring should be secure and well protected to reduce the risk if fire from electrical short circuits.

Be equipped with a CIRCUIT BREAKER. This must isolate the battery from all electrical circuits and must cut the engine at the same time. The switch location is optional, but must be within easy reach of the driver.

Vehicles fitted with automatic transmission shall have an operative starter inhabiting switch enabling the engine to be started in park and/or in neutral only.

If a diesel engine is fitted with an electric stop it must be connected to the circuit breaker. If it is a pull cable stop system a second cable must be fitted next to the isolator switch and marked clearly “PULL TO STOP ENGINE” on a plate 75 mm x 50 mm having a white background with read lettering.

If fitted with a winch/s, these must have separate battery isolators/main switch is strongly recommended.

Lights and Horns

Vehicles should be equipped with suitable lighting.

All lights, indicators, horns, side/tail lamps, number plate light, brake lights and reverse light must work.

No broken lenses or covers.

Horn must be well audible.

Extra spotlights may be fitted.

Manual switched extra spotlights must have cockpit pilot warning lamp indicators.

The bright mode of headlamps must have dashboard/cockpit pilot warning lamp indicators.

An automatic reverse light switch is recommended, but a manual switch may be fitted as long as it is accompanied by a cockpit pilot warning lamp indicator.

Wire ends must be well insulated; no wire ends must be visible.

Engine Compartment

No flammable objects must be present.

Good bonnet locks, with a positive lock action as to prevent opening of bonnet while vehicle is moving must be fitted.

Neat wiring loom in engine compartment.

Wire ends must be well insulated; no wire ends must be visible.

Air intake must not be in passenger compartment.

Air intake must be safely connected and of suitable material.

No sharp edges.

Engine and Gearbox

Engine make, capacity and model are unlimited.

Gearbox make and model are unlimited as long as it is four wheel drive.

Gearbox must function correctly.

Gear ratios may be changed to suit alternative engine outputs.

Automatic gearbox equipped vehicles must not start if not in P/PARK or neutral mode.

Note: - It is obvious with a free choice of power unit, additional modifications are inevitable. i.e. upgrading brakes and amendment to gear ratios. However, it must be noted if such modifications are exploited to give an unfair advantage, the Chief Scrutineer and/or Technical Officer will have the right to declare the vehicle non eligible for the particular event.

Exhaust System and Steering Geometry:

Exhaust system may be altered.

Exhaust noise shall be kept to a reasonable level.

Exhaust system shall not pass through the driver or passenger compartment.

Exposed exhaust parts must be suitably guarded with no leaks.

Exposed exhaust parts must not protrude beyond bodywork.

Under no circumstances will steering gear parts that have been cut, cut off, bent or broken be allowed. Welded items will be subject to scrutineers' inspection for approval.

Good steering geometry with no wear (Ball joints, relay, etc.).

Have a full circumference, full diameter steering wheel unless originally manufactured otherwise.

Have steering movement controlled to avoid fouling of wheels on chassis or bodywork.

Rear wheel or four wheel steering is prohibited unless originally manufactured on a production vehicle. When this is fitted, it may not be used during competitions.

Steering linkage rods may be sleeved or have extra material bolted or welded to them for additional strength.

High strength one-piece steering rods are allowed. Locking of these will be by the use of lock-nuts, not clamps.

Axle casings may have strengthening material welded to them.

Steering boxes and axles may be interchanged to an improved specification, points of attachment being strengthened where necessary.

Wheels, Tyres, Brakes and Hand Brake

Have not less than four road wheels and tyres (excluding the spare).

Not be fitted with any multiple or laminated wheel spacer.

Not be fitted with any wheel spacer of less than hub diameter.

Wheel spacer exceeding 25 mm (1 in.) in thickness must have different mounting points for the wheel and the spacer i.e. spacer must be fixed to hub by the wheel original mounting studs and the wheel mounted to the spacer. Max spacer size permitted is 30mm.

Any welded wheels (banded or reversed centres) must be inspected, without tyres, by a scrutineer before being used for a trial.

Not be fitted with duplicated wheels.

Must carry one (or more) securely fastened spare wheel capable of replacing any one of the wheels in use on the vehicle.

Agricultural tyres, studded tyres, twin wheels or tyre chains are prohibited.

All remaining road legal tyres may be used.

Tyre size must not exceed 37 inches in overall diameter. Actual size will be measured with tyre mounted on the vehicle and inflated to 20psi.

Tyres: Minimum tread depth must not be less than 3mm.

Brake pipes & connections must be in good condition.

Brakes must have good braking power.

Parking brake must function well independently from the hydraulics.

If hydraulic parking brake is fitted it must be a completely separate system.

Independently operated rear brakes (fiddle brakes) are not permitted.

Vehicles fitted with automatic gearboxes must have an independent parking braking system.

Recovery Points

Front and rear recovery attachments must be provided for recovery purposes.

All towing points must be attached to a sound part of the chassis and/or bumper. Rusty or cracked rear cross members mean an immediate failure.

Bolts for mounting the tow points must be marked with the tensile strength (min 8.8mm). Unmarked bolts will be an instant failure.

Tow-points must be bolted to the chassis/bumper.

Towing points need not be painted in a contrasting colour.

Hooks used as recovery points must be facing upwards or must have a means of positive locking for the rope.

Tow-points must be mounted in line with chassis rails (preferably right hand side) or if centrally mounted attached directly to a cross member.

Ensure there is a minimum metal cross sectional area of 300mm at any section between hook and chassis, including fixings. I.e. 2 off M14 single shear or 4 off M10 double shear.

Mount tow-balls horizontally where possible (with sharp edges of rope contact area rounded to 5mm radius.

Use 75mm x 50mm x 6mm backing plates for load spreading. (I.e. total edge length of load spreader x wall thickness of panel should be 300mm. If in any doubt, seek advice from the Technical Officer or Chief Scrutineer.

All vehicles must carry a suitable towrope with no metal eyes.

Towropes must be looped at each end.

Towropes dimensions must be of a minimum cross sectional thickness of 24 mm and of a length not less than 4 meters. Specs. 4meter x 24mm

Nylon rope, which has a rating of 12 tons. Anything above these specs is accepted.

D-shackles or bow shackles for joining ropes are not to be used. . D shackles can only be used to attach the rope to the vehicle and must be certified.

Use of flat webbing straps, chain, polypropylene, wire ropes, hemp rope etc. for snatch recovery is not accepted as a recovery towrope.

Fire Extinguisher and Face Protection

All competing vehicles MUST carry a fire extinguisher.

All vehicles will carry a fire extinguisher with a minimum capacity of 2 kg with a valid date, and be of spray foam or dry powder variety.

The windscreen must be present and be raised throughout the entire competitions.

Must have the windscreen frame from a standard vehicle, and coherent to the bulkhead, the glass must be standard triplex item or have laminated glass only, of a minimum thickness of 4 mm.

Be equipped with a rear view and/or driver mirrors.

Tops

All types of roof may be removed.

All soft-top vehicles cover and pipes may be removed.

No sharp edges are allowed.

Doors

Door tops may be removed, as from above the waistline.

Tailgate may be removed.

All doors, bonnet and tailgate must be secured as not to fall from the hinges while competing.

A good shut must be achieved by either a positive locking action or proper door setting and lock tensioning.

No sharp edges are allowed.

All doors, tailgate and bonnet must be coherent with the bulkhead.

Suspension

Suspension movement must be controlled to avoid fouling of wheels on chassis or bodywork.

All types of suspension modifications known to date can be installed.

Seats and Seat Belts

Any type of automotive seat is allowed. Seats must have adequate padding with no protruding metal framework or springs showing and be in general good condition.

Must be securely fixed to the seat box and/or floor and any seat base fit snugly into its appropriate position.

All seat safety belts must be made out of approved materials and anchored securely into the vehicle. Seat belts, in the following specified configurations, must be worn and be correctly adjusted at all times during events.

Three point. One diagonal shoulder strap and one lap strap, with three anchorage points on the chassis/body shell or roll over bar of the vehicle on either side and to the rear of the driver's seat.

Four point. Two shoulder straps and one lap strap, with three or four anchorage points on the chassis/body shell or roll over bar of the vehicle. One either side of the driver and two to the rear of the driver's seat (or one symmetrical for the two shoulder straps).

Six point. Two shoulder straps, one lap strap and two straps between the legs, with six anchorage points on the chassis/body shell or roll over bar of the vehicle. One either side of the driver, two to the rear of the driver's seat (or one symmetrical for the two shoulder straps) and two between the legs. Minimum seat belt width to be 2”

Notes: It is not permitted to mix parts of seat belts. Only complete sets as supplied by manufacturers should be used. Only one release mechanism is permitted on each seat belt configuration and this must be available for the wearer to operate whilst seated in the competing position.

Seatbelts must be in good condition with no cuts and fraying of the belt strap.

All belt locking mechanisms must work correctly and not be jammed or fail to lock.

Automatic reel seatbelts must lock when the appropriate force is applied.

Mounting points must be either in the original mounting points or affixed securely to a major structural component in the vehicles bodywork. Seatbelt mechanisms or mounting points will fail if mounted directly to any aluminium bodywork.

All fasteners must be of an approved tensile strength (unmarked bolts will not be allowed).

Seatbelts must be worn during all club activities; failure to comply may cause exclusion from the event involved.

Modified Class

Scrutineering

After paying participation fee. Competitors must present their vehicles, in a clean condition, for scrutineering at the nominated date and time prior to taking part in the event.

The main purpose of Pre-Event scrutineering is to check, as far as possible under the prevailing conditions, the safety of the vehicle and its compliance with these Regulations, any approved Regulations stated in the Supplementary Regulations (SRs) issued prior any event and to superficially check its eligibility for a particular class or category.

The fact of obtaining any responsibility for the safety or the road-worthiness of the vehicle, nor does it indicate that the vehicle complies in all respects with these Regulations for vehicles manufactured prior to 1.1.98

ALL VEHICLES MUST COMPLY WITH THE FOLLOWING:

Chassis/Body including Aerodynamics

Be fitted with BODYWORK including a driver (and passenger) compartment isolated from the engine, batteries, gearbox, hydraulic reservoirs, transmission shafts, brakes, road wheels, their operating linkages and attachments, fuel tanks, fuel pumps and lines, oil tanks, water header tanks, catch tanks and radiators and if fitted with doors, having a positive acting lock of adequate strength at Scrutineers discretion or bodyworks giving side protection to the driver and passenger.

Have a PROTECTIVE BULKHEAD of inflammable material between the engine and the driver/passenger compartment capable of preventing the passage of fluid or flame, especially in the case of fire. Gaps must not be sealed with GRP (fiberglass).Only High temperature body sealant is permitted to seal gaps(No household silicon). MAGNESIUM is prohibited for bulkheads.

Have a complete FLOOR of adequate strength rigidly supported within the driver/ passenger compartment.

Have a minimum WHEELBASE of 1270 mm (50 in.).

With the exception of rear engine vehicles, have a BONNET or METAL CASING of solid inflammable material covering and/or surrounding the engine, which is secured by fasteners of adequate strength and have a positive locking action. Rear engine vehicles must be adequately protected from a rear-end collision and all moving parts must be covered.

Be fitted with BODYWORK of sufficient internal size complying with 2.8 and 3.1 below.

Not have the space normally occupied by passengers encroached upon, but may have the PASSENGER SEATS removed.

Have bodywork providing a minimum transverse COCKPIT OPENING width of 812 mm (32 in.). This width may not be interrupted.

Seating

Have a normal adequate SEAT for the driver and passenger. The seat must be rigidly located within the compartment and must not tilt, hinge or fold. It must support and retain the driver/passenger within the vehicle. The rearmost part of any seat must not be more than 381 mm (15 in.) behind the rear wheel axis. The SEAT CUSHION (i.e. the part on which the occupant sits) when uncompressed, must not be less than 152 mm (6 in.) below the top edge of the adjacent body side or door. Any other seats fitted must similarly comply and all seats must face forward. When in normal driving position, no part of the driver/passenger body must protrude from the roll cage.

If a single seater, the maximum time for the driver to get in or out of the vehicle must not exceed five seconds.

HEAD RESTRAINTS must be fitted as near to the driver's/co-driver's helmet as possible, to prevent whiplash of the neck and spine and to stop from going backwards on impact or be trapped between the roll bar and the head restraint.

Engines

If FORCED INDUCTION is used, be classified as having an engine capacity increase of 70%. This regulation does not apply to diesel engines.

Be equipped with a positive method of THROTTLE CLOSING by means of an additional external spring/springs so that in the event of failure of any part of the throttle linkage the throttle(s) are sprung closed.

All engines must be fitted with AIR FILTERS which must not be mounted in the cockpit.

Suspension

Any type of suspension setup is approved.

Brakes

Be fitted with BRAKES that are operative and capable of stopping and holding the vehicle as required. This should include an independent parking brake system.

Independently operated REAR BRAKES are permitted.

If a HYDRAULIC PARKING BRAKE is fitted it must be a completely separate system.

Vehicles fitted with AUTOMATIC GEARBOXES must have an independent parking braking system.

Steering

Have a full circumference, full diameter STEERING WHEEL unless originally manufactured otherwise.

Have STEERING MOVEMENT controlled to avoid fouling of wheels on chassis or bodywork.

Have STEERING LOCK assemblies removed

REAR WHEEL or FOUR WHEEL STEERING is only permitted on Class 2 Vehicles [see Section 25 Classes].

Wheels

Have not less than FOUR ROAD WHEELS and tyres (excluding the spare).

Not be fitted with any WHEEL SPACER exceeding 25 mm (1 in.) in thickness or of less than hub diameter. Multiple or Laminated Spacers prohibited.

Not be fitted with DUPLICATED DRIVING WHEELS unless originally manufactured otherwise or unless permitted by supplementary regulations.

Tyres

Be fitted with TYRES that are compatible with the wheels acceptable to the organiser. A particular type and size of tyre may be prohibited by the ASRs. The use of dumper type, open-cantered or very aggressive tread pattern tyres may be prohibited at certain venues.

Have at least the minimum legal tread depth on all TYRES.

Carry a securely fastened SPARE WHEEL and tyre capable of replacing any one of the wheels in use on the vehicle.

Where freedom of choice of tyres is left to the Competitor, the responsibility rests with each Competitor to ensure that the tyres to be used are of adequate rating having regard to the potential speed of their vehicle and the nature of the event.

The use of TYRE CHAINS and STUDDED TYRES by competitors is prohibited.

Not be fitted with any WHEEL SPACER exceeding 30mm (1in) in thickness or of less than hub diameter. Multiple or laminated spacers are prohibited.

Wheel spacers exceeding 15mm in thickness must be of dual holding down type. A set of holes which bolt spacer to hub and another set which bolt rim to spacer.

Tyre size must not exceed 40” in overall diameter for Class 1 Vehicles. Tyre size for Class 2 Vehicles must not exceed 44”. Actual size will be measured with tyre mounted on the vehicle and inflated to 20psi.

Cooling

Must have any FLUID CARRYING lines or tubes or internally/externally metal braided hydraulic pressure hoses carrying coolants through the driver and passenger compartment enclosed in a solid metal cover and insulated and isolated to prevent the occupants of the vehicle touching the hot surfaces. Such lines or tubes or coverings must be painted red.

Transmission

Have the TRANSMISSION outside the driver/passenger compartment, beneath the floor or secured in casings or coverings of solid material.

Be equipped with an operable REVERSE GEAR unless exempted by the ASRs.

The use of limited slip, torque biasing, or locking DIFFERENTIAL is permitted.

Oil Systems

Have any OIL LINES passing through the driver/passenger compartment protected, and if non-metallic, to be enclosed in internally/externally metal braided hydraulic pressure hose.

Fuel System

Have any FUEL LINES passing through the driver/passenger compartment protected and if non-metallic or pressure lines, enclosed in internally/externally metal braided hydraulic pressure hose.

All fuel lines must be adequate secured with hose clips at all ends.

If fitted with FUEL FILLERS in the closed boot or under closure, have collector/spill trays incorporated to enable spillage to drain outside the vehicle.

Use normally available PUMP FUEL.

Tank fillers and caps must not protrude beyond the bodywork, nor be situated within the driver/passenger compartment. The caps must have an efficient locking action to reduce the risk of accidental opening during an accident and to ensure closing after refuelling.

Air vents must be at least 250 mm (10 in.) to the rear of the cockpit and must have either a non-return valve or cover an arc of 180 degrees ending below the fuel tank bottom.

Electrical Systems

Have any BATTERIES in driver/passenger compartment enclosed in a securely located leak-proof container. Such batteries must be sealed units and be duly protected to prevent leakage of acid and spillage onto the occupants of the vehicle in the event of a rollover.

Have BATTERY TERMINALS which are protected from any metal contact which would result in a short circuit and producing sparks.

Be equipped with BATTERY, GENERATOR, SELFSTARTER, SIDE, TAIL, and BRAKELIGHTS. All this equipment to be in normal working order. HEADLIGHTS will be required in all night events and any events which take part on the public roads.

Have the BATTERY EARTH LEAD, if not readily distinguishable, identified by a yellow marker.

Be equipped with a good loud AIR HORN or loud ELECTRIC HORN.

All WIRING should be secured and well protected to reduce the risk of fire from electrical short circuits.

Be equipped with a CIRCUIT BREAKER. This must isolate the battery from all electrical circuits and must cut the engine at the same time. The switch location is optional, but its operation must be possible from both inside and outside the vehicle and especially by the driver when strapped in driving position. The circuit breaker control(s) must be identified by a Red Spark on a White edged Blue triangle.

Vehicles fitted with automatic transmissions shall have an operative starter inhibiting switch enabling the engine to be started in park and/or neutral only.

If a diesel engine is fitted with an electric stop it must be connected to the circuit breaker. If it is a pull cable stop system a second cable must be fitted next to the isolator switch and marked clearly "Pull to Stop Engine" on a plate 75 mm X 50 mm having a White background with Red lettering.

Towing Points and Rope

Be equipped with TOWING POINTS front and rear. The tow ball or towing point must be bolted. Bolts and nuts must be of adequate size and of the highest quality steel (preferably aircraft standards) of at least 8.8 tensile strength or better. The tow ball or towing point must accept a rope loop and be secure without requiring the use of shackles or other such attachments. Where a tow ball is used, it must be fitted so as to retain the rope, i.e. it should either be mounted with the ball facing away from the direction of pull, or, where it is mounted close to a chassis member, a trap should be formed to prevent the rope from coming accidentally detached. The towing points must not present any sharp edges that could cause damage to a rope.

Tow-balls or towing points must be painted in a contrasting colour.

Be equipped with a NYLON ROPE of a minimum 24 mm (1 in.) diameter and a minimum of 6350 mm (250 in.) in length. This rope must have a closed loop at each end.

The use of CHAIN or WIRE BOND is prohibited. Polypropylene or hemp ropes are not advisable. No rope must have any kind of metal attached.

Exhaust System

Have the EXHAUST SYSTEM isolated from the driver/passenger compartment (e.g. beneath the floor or secured in casings of solid material).

Have all EXHAUST OUTLETS terminating behind the midpoint of the wheelbase of the vehicle. Hot surfaces must be covered or shielded with suitable material.

Have no part of the EXHAUST SYSTEM protruding laterally beyond a plane through the outer track of the front and rear wheels, or to the rear of the bodywork more than 150 mm (5.9 in.). If all enveloping body is fitted, have supplementary protection for exhaust system that protrudes outside the bodywork.

In all AWDC events, NOISE shall be kept to a reasonable level.

Windscreens and Side-screens

Have WINDSCREENS and SIDESCREENS of laminated glass only, of a minimum thickness of 4 mm. Transparent PVC, roll up sides are permitted.

GOGGLES or VISOR must be worn at all times during training, practice and competing, unless fitted with windscreens.

Be equipped with a REAR VIEW MIRROR.

The use of WIRE MESH behind and in front of the driver/passenger compartment is strongly recommended. A 25 mm (1 in.) matrix mesh is recommended.

The use of MESH or NET HINGED SIDESCREENS on open vehicles to retain the limbs of driver and passenger in the event of a rollover is strongly recommended.

Roll Over Bars

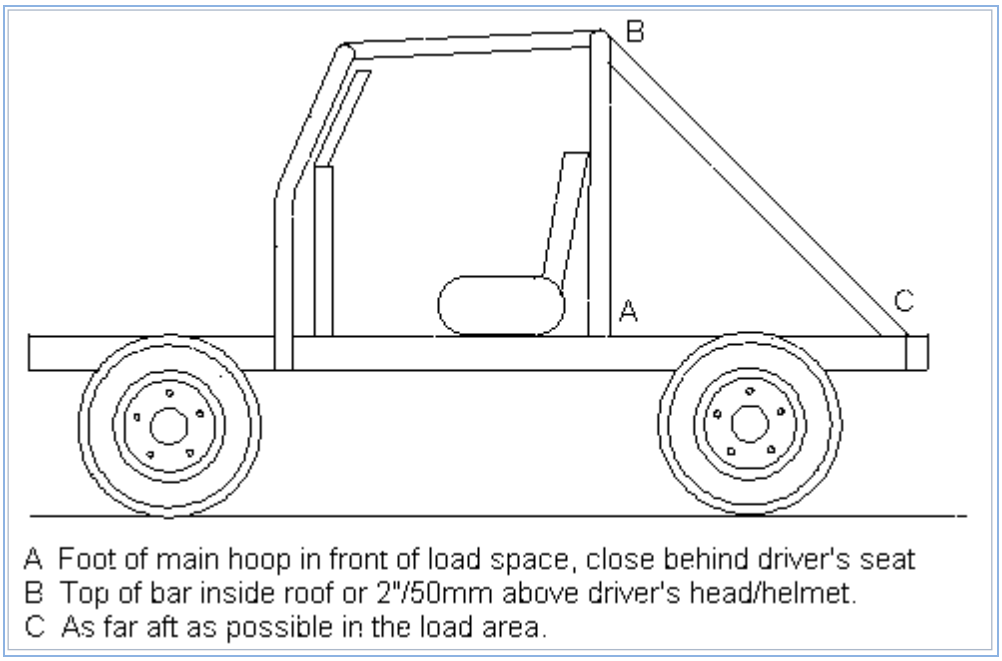
Aluminium alloy roll over bars and roll cages are banned in all forms of motorsport where a roll cage/bar is required to be fitted. The use of roll bars and roll cages is advised for all events. Roll Cages are mandatory in timed trials, navexes, Competitive Safaris, Hill Rallies, Team Recovery and Modified Classes Trials. They may also be a requirement in any other competition if stated in the Event ASRs.

General Consideration

The basic purpose of the roll over bar is to protect the driver/passenger if the vehicles turns over or is involved in a serious accident. This purpose should not be forgotten, and in consideration of this, all roll bars and roll cages should be built to the following specification detailed in Section 18.3 or an approved vehicle which should in any case incorporate many of the provisions detailed therein.

The roll over bar must be designed to withstand compression forces resulting from the weight of the vehicle coming down on the roll bar/cage structure, and to take fore and aft loads resulting from the vehicle skidding along the ground on its roll structure.

All vehicles must have a full roll cage with two rear facing braces and a cross brace situated either within the main rear hoop or as close as possible to it. The main hoop and rear braces must be connected directly to the chassis with welding of the highest quality with full penetration.



A Foot of main hoop in front of load space, close behind driver's seat
B Top of bar inside roof or 2"/50mm above driver's head/helmet.
C As far aft as possible in the load area.

All Modified Vehicles

As a general rule, the safety roll over bar structure must be made of two hoops, one behind the front seats and the other following the windscreen pillars. The structure must be constructed in such a way as not to obstruct access to the front seats and not encroach upon

the driver/passenger space. It may encroach upon the rear passenger space and pass through the rear upholstery. The main hoop must be placed as near as possible to the roof. A longitudinal support at door level providing it forms part of the structure and is of similar tube dimensions has to be fitted.

Fabrication

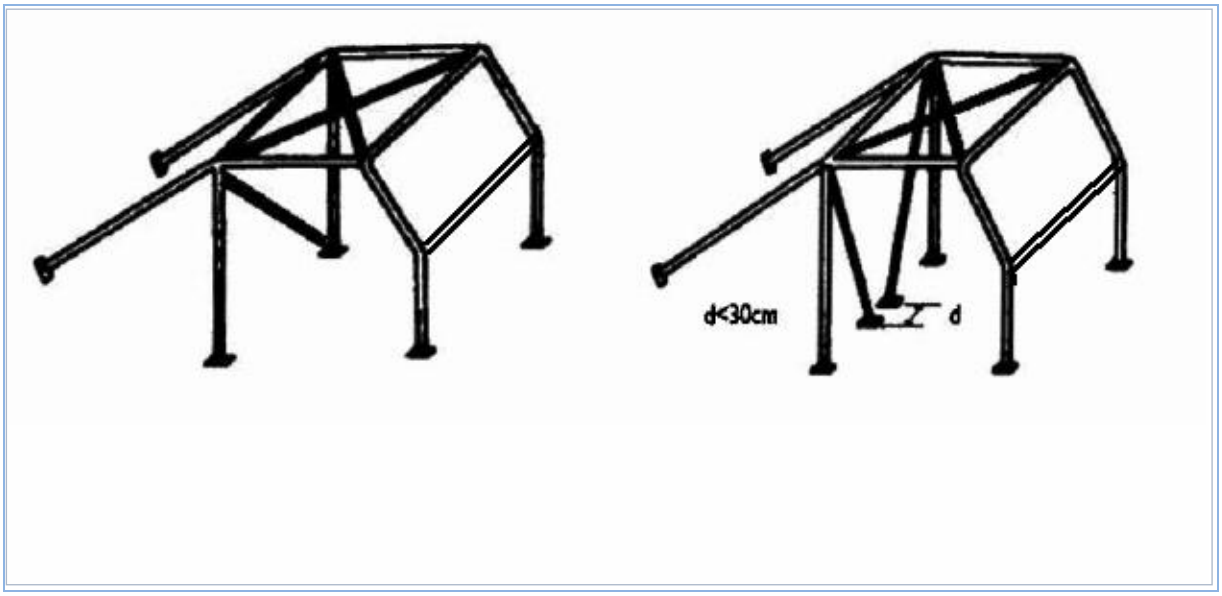
There are three classifications of vehicle design, which, whilst requiring the same principles of roll cage design, may employ different mounting methods.

(a) **Monocoque**, being a vehicle of unitary construction employing an integral chassis structure.

(b) **Chassied**, being a vehicle employing a separate chassis structure from the body or superstructure.

(c) **Spaceframe,** being a vehicle constructed entirely from a framework including an integral roll cage, of tubes and/or box sections.

All vehicles must comply with one of the roll cage drawings below:



One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure. Hoop corners must not be separate sections and clamps or angled corners are prohibited. Corners where the tube has flattened or is showing signs of 'crimping' are not allowed, neither are tube ends flattened or crimped for ease of welding. The ratio of minimum diameter to major diameter is 0.9 or greater. Tube ends should be correctly shaped to fit the bar they are joined to. Bend radius must be at least three times the tube diameter.

All welding must be of the highest quality with full penetration. Wherever possible gas shielded arc welding should be used.

For monocoque chassis, consideration should be given to using a 360 degree hoop completely around the inside of the vehicle, thus substituting for a frame.

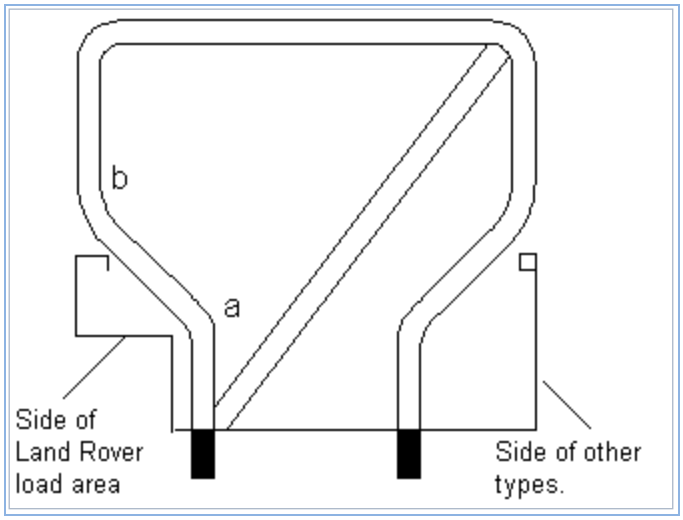
Bracing bars, both rear and diagonal, may be made detachable or jointed

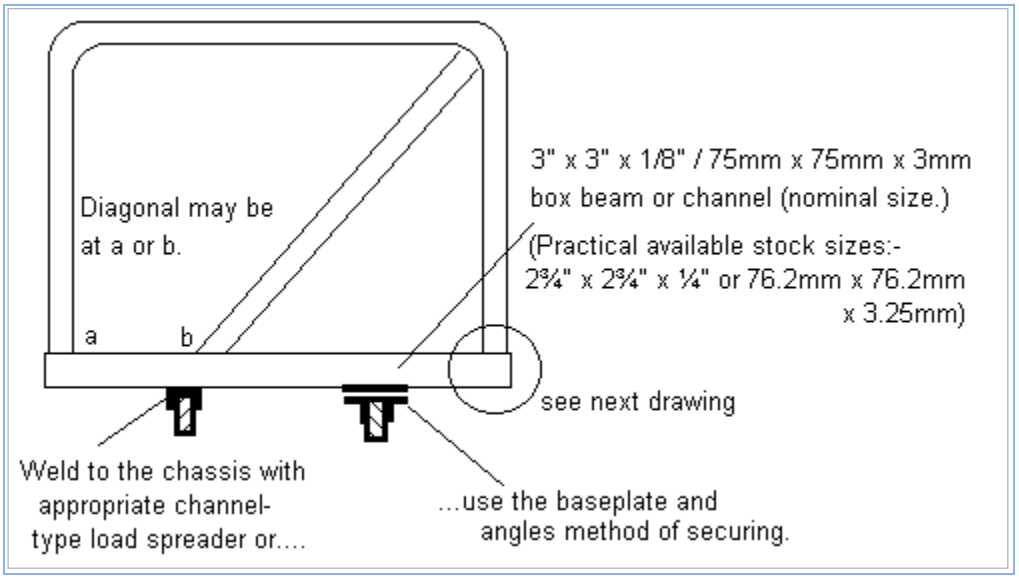
Welds should be cleaned, but **not ground or filed** after completion.

For space frame vehicles it is important that the roll bar structure is attached in such a way as to spread the load over a wide area. The roll bar should be designed as an extension of the frame. Reference must be made to the Chief Scrutineer if a difficulty with rear engine installations in respect of fitting a diagonal brace is encountered.

Mounting of Roll Cages to the Body Shell/Chassis:

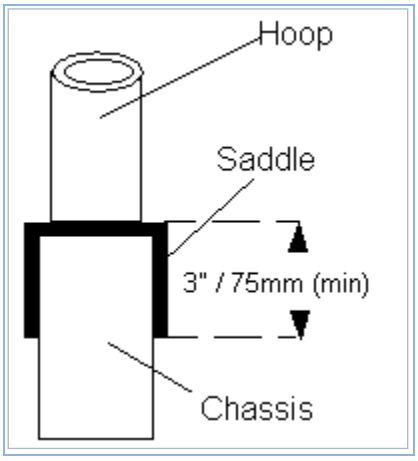
The main hoop behind the Driver's seat on chassied vehicles must have its roll cage mounted directly to the chassis according to diagram.



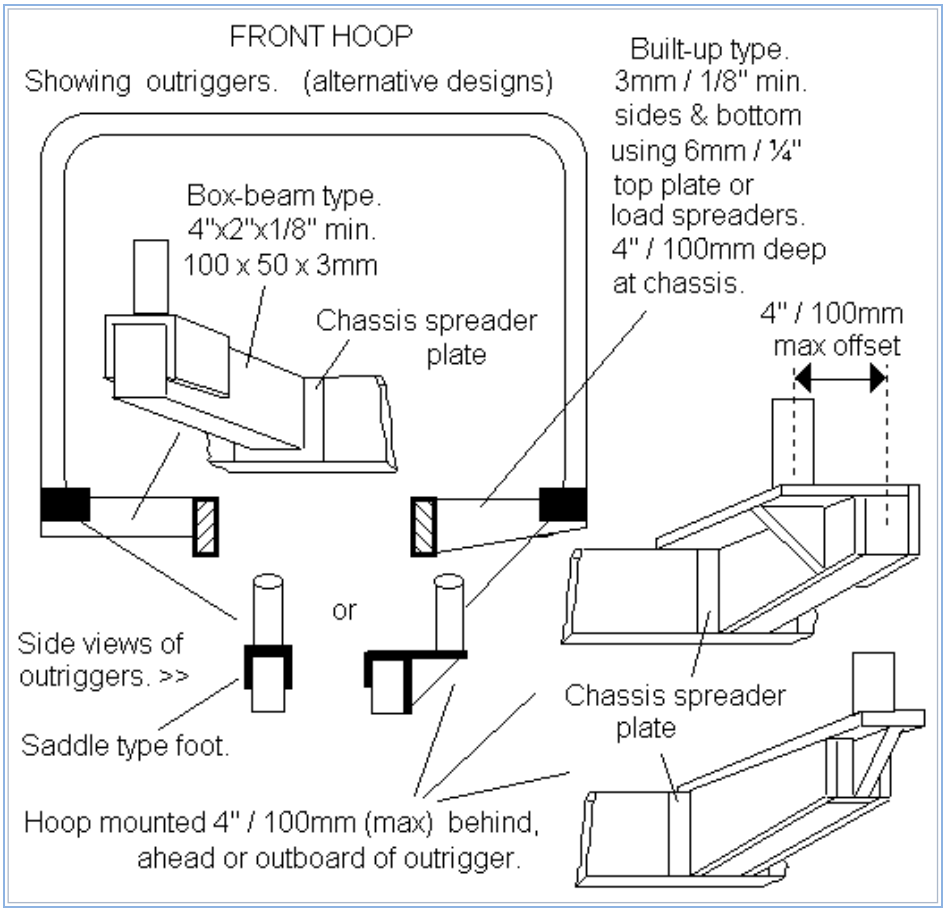


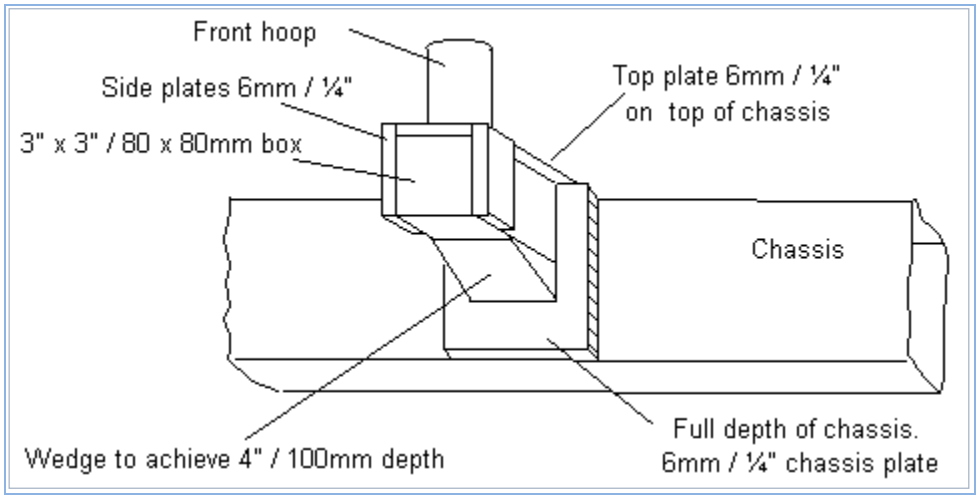
Where the main hoop connects to the chassis, a reinforcement made of an inverted 'U' channel must be locally welded between the tube and the chassis. There must be no gaps between the channel and the chassis and the 'U' channel must be 3" deep, 6 mm thick and

with adequate clearance on both sides of the pipe for a full penetration weld. See diagrams below of suggested methods.

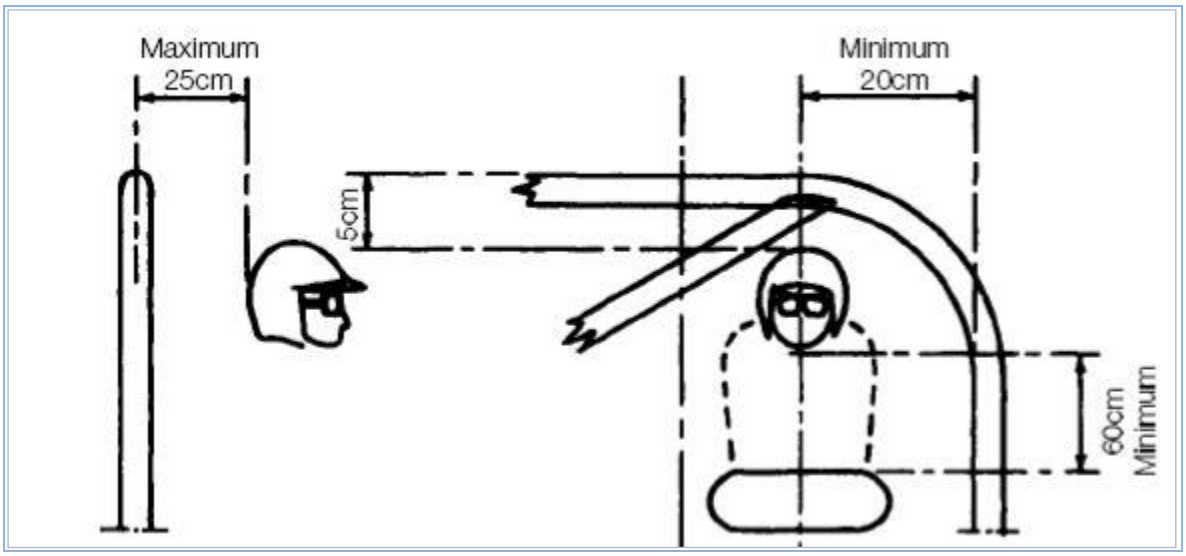


The Front hoop bulkhead assembly should be welded to fabricated outriggers made up of box channel 75 mm x 50 mm x 3 mm welded onto a base spreader plate of 6” by the depth of the chassis of 6mm. additionally a flat bar 6mm must be welded on the horizontal plane across the chassis. See diagrams below of suggested methods.





Braces must comply with relevant material dimensions, refer to Material Specifications below.



An effective roll over bar must be fitted of a height not less than 50 mm at its top edge above the helmet of the normally seated driver. It must be wider than the driver's shoulders at the height. Diagram of driver 20cm.

Material Specifications

It must be constructed of steel tubing of minimum:

Seamed Steam Pipe 'Blue Band' quality or (Galvanized tubes are prohibited)

Description	Inside Diameter	Practical Imperial Inside Diameter Size Available Locally
Front Hoop	40mm	1 ½"
Main Hoop	51mm	2"
All Remaining Tubes	40mm	1 ½"

Cold Drawn Seamless Carbon Steel

Description	Outside Diameter	Wall Thickness	Practical Size Available Locally
All Tubes	48mm	2.5mm	48.3mm x 3.7mm

Other Considerations

It should have a hole of 6 mm (0.25 in.) drilled in the underside of each tube for checking the tube thickness. It should have the top bar straight or curved, but no tubes meeting in an inverted 'V'. It must be effectively braced to a structural member.

All vehicles must have the main roll over bar hoop as close to the roof as possible.

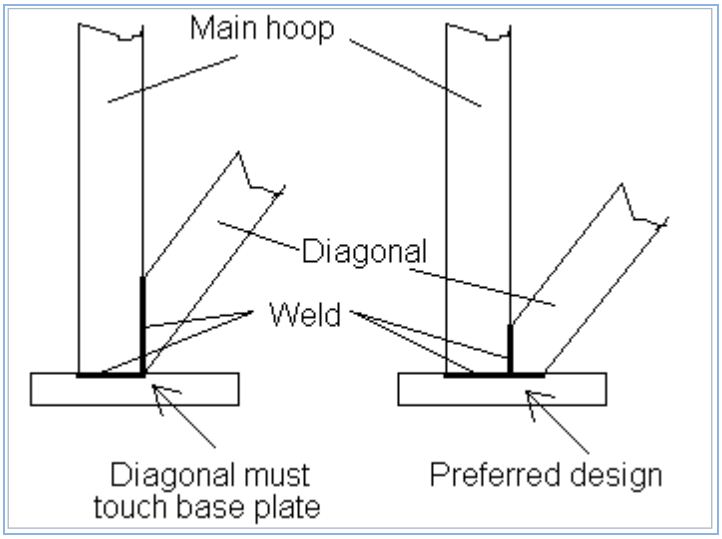
Modified vehicles are advised to fit a safety roll over bar to the following minimum requirements: minimum height 711 mm (28 in.) from the rear of the uncompressed seat cushion, of minimum flat width 381 mm (15 in.) running into radius corners and affording driver and passenger equal protection. It must be mounted to a structural member with front mountings not less than the cockpit width and braced rearward.

Diagonal Struts/Cross Braces

The FRONT HOOP must have a horizontal tube where the pipe is bent below the windscreen. (see diagram)

The ROOF CROSS BRACE should also connect front hoop to rear hoop diagonally at the corners. (see diagram) Roof diagonals should be present connecting the rear hoop to the front hoop.

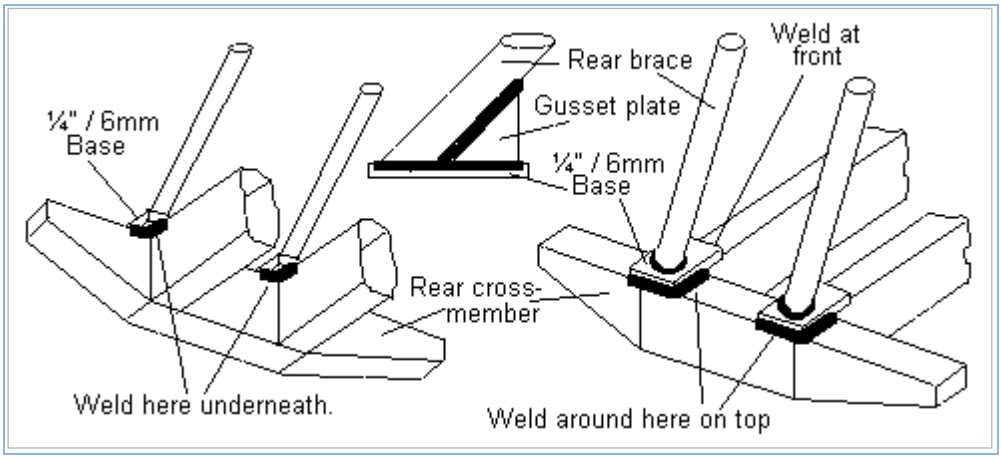
The DIAGONAL or CROSS BRACE in the main hoop behind the driver's seat should meet the roof diagonal and base of roll cage.

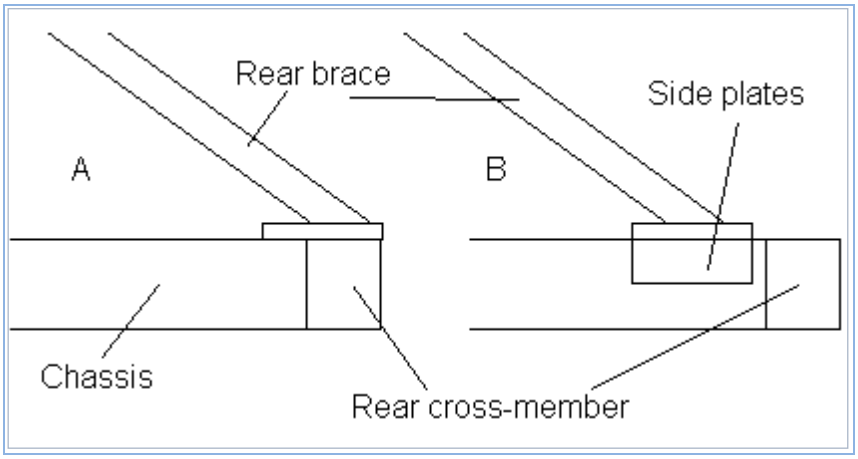


The front hoop and the rear hoop are to be connected by two lateral tubes joint at the uppermost corners of the bends touching roof diagonal.

REAR BRACES should be mounted directly from the chassis to the uppermost corners of the main roll cage and in line with the lateral roof tubes. Diagonal struts and rear braces must not be bent in any way.

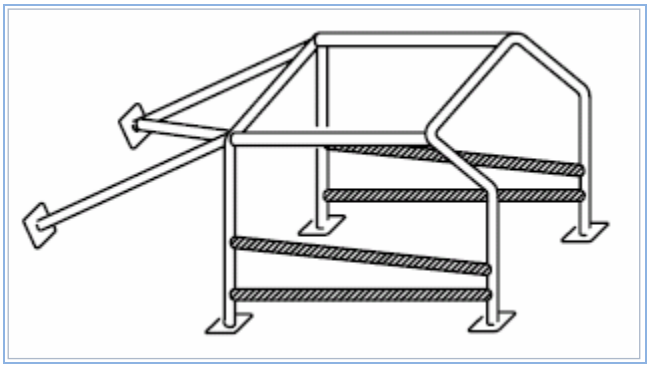
The rear braces must have a SPREADER PLATE consist of a 'U' channel on the chassis. In the case of the braces reaching the rear cross member a base plate of 5" by the width of the chassis x 6 mm thickness.



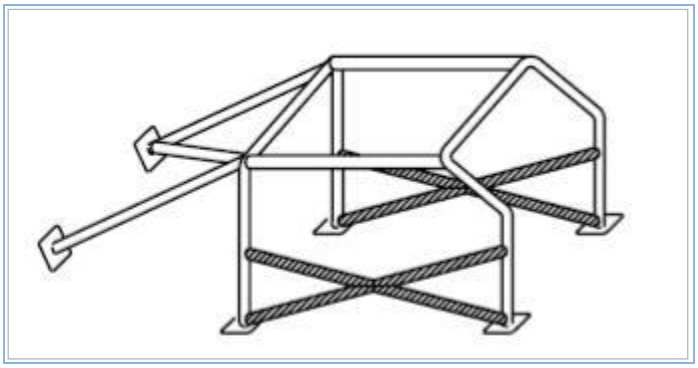


Side Door Protections

Vehicles with NO DOORS should have a lateral tube joining the front hoop to the rear hoop above the driver seat. It must not be higher than one third of the door height above the sill and angled at more than 5 degrees with the horizontal. (see diagram showing alternative placement)



Vehicles with DOORS should have two crossed tubes welded from the front hoop to the rear hoop. (see diagram)



Overalls

Clean Flame-Resistant Proban treated overalls are recommended at all times.

Competitors' arms and legs must be covered at all times during training, practice and competing. Competitors are also strongly advised to wear Flame Resistant gloves, socks, balaclava and underwear. **No nylon or other highly flammable material may be worn.**

Crash Helmets

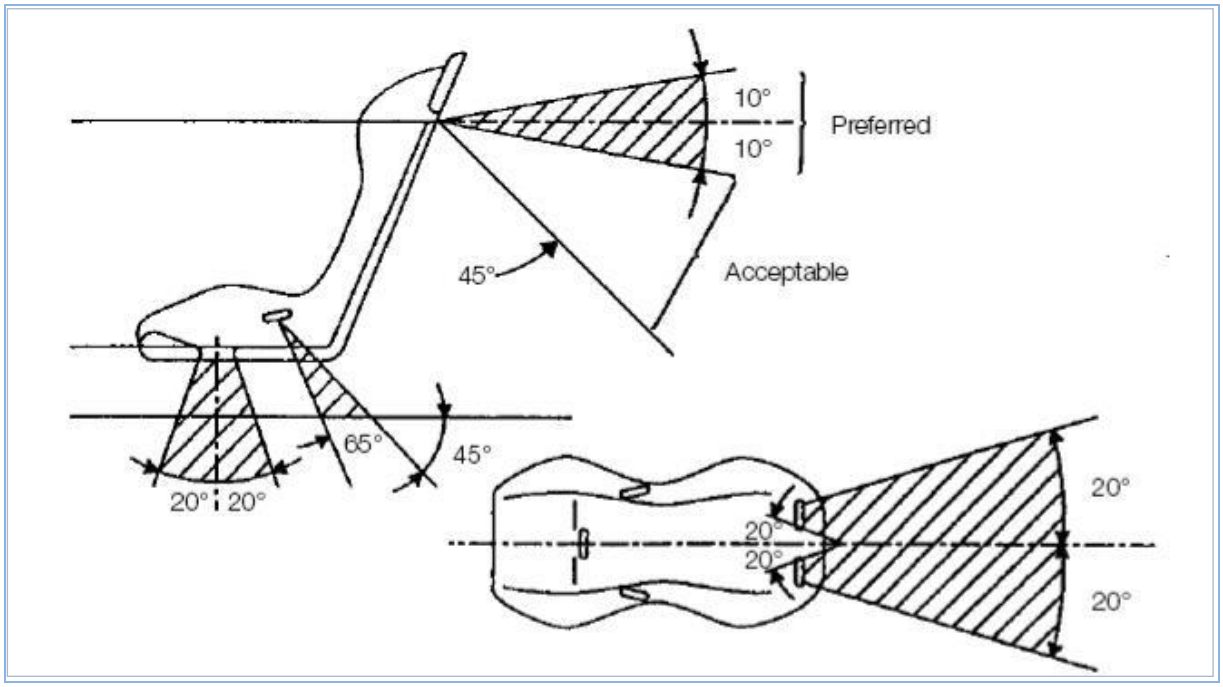
Crash helmets to Scrutineers approval must be worn at all times during training, practice and competing. It is strongly recommended that Flame-Resistant face masks, balaclava or helmet bibs be worn with helmets. Helmets must always be a good snug fit. The chin strap must pass under the chin and be securely fastened to maintain tension at all times. Chin cups are prohibited. There must be no alteration to the structure of the helmet.

Seat Belts

All Safety Belts must be made out of approved materials and anchored securely in the vehicle. The minimum requirement for AWDC events is a three point full harness approved seat belt with fixation points on the chassis of the vehicle on either side and to the rear of the driver's seat. Four, five or six point full harnesses are strongly recommended.

It is not permitted to mix parts of seat belts. Only complete sets as supplied by manufacturers should be used.

The anchorage points to the rear should be positioned so that the strap from the shoulder is as near horizontal as possible. It should not be located on the floor directly behind the driver/co-driver (see drawing).



Fire Extinguishers

A fire extinguisher or extinguishing system should be carried on all vehicles, the minimum requirement being 2 kg capacity. It should contain FM100, BCF, Halon or BTM extinguishing.

If electrically triggered it should have its own electrical source completely independent of the vehicle's electrical system.

All extinguisher bottles and equipment must be securely fixed in the vehicle. Hand operated extinguishers must not be carried loose. The fire extinguisher bottles should not exceed two in number. It is recommended that all bottles are securely mounted within the main structure of the vehicle. It is prohibited to mount bottles of over 2.5 kg capacity outside the main structure.

Bottles must be capable of operating in any position and should discharge simultaneously.

An automatic triggered fire extinguisher must be fitted in the engine compartment above the engine of minimum 1 kg.

All extinguishers must have a pressure gauge.

Competition Numbers

Competition Numbers must be displayed in a durable manner on the competitive vehicles as follows:

Black numbers, a minimum size of 230 mm high by 25 mm thick and mounted on white backings measuring not less than 480 mm x 330 mm and extending at least 50 mm beyond the outline of the numbers. If on a white vehicle the white background must be delineated at 480 mm x 330 mm by a continuous black line.

Numbers should be displayed on both sides of the vehicle. They should be mounted above the waistline of the vehicle, preferably on part of the roll bar structure. They must not be placed on the body side or in any other position likely to be easily obscured by dirt.

Miscellaneous

Be prohibited from carrying CAMERAS/VIDEOS unless authorised by the Chief Scrutineer and Event Organiser.

Not carry or pass any LIQUIDS in or through any tubes comprising part of the chassis structure, or safety roll bar.

Under body protection may be added.

Radiator Caps should be positioned or shielded in such a way that hot water or steam cannot scald the driver of the vehicle if they become opened or broken in an accident.

Where the drivers or co-driver's bodies or crash helmets could come into contact with the safety cage, inflammable padding must be provided for protection.

The use of electrical, mechanical and hydraulic winches is permitted.

Classes for Off-Road Vehicles:

Class 1 Vehicles with tyres up to 40" and without 4 wheel steering;

Class 2 Vehicles with tyres up to 44" with or without 4 wheel steering;

Appendix A

SAFETY ROLL-OVER STRUCTURES

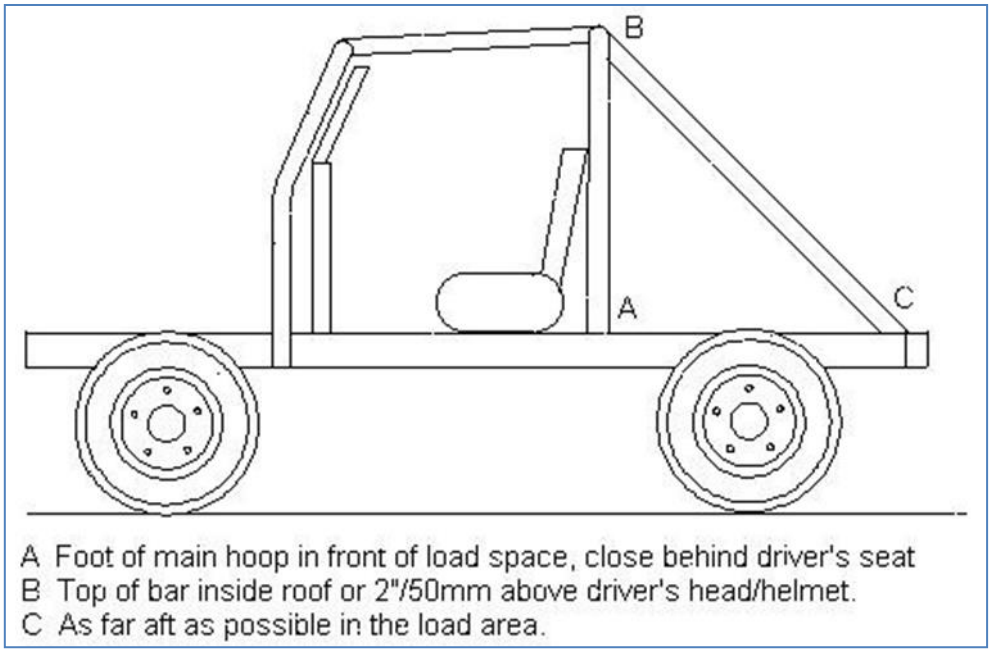
Introduction

The following are various specifications and configurations that can be used in manufacturing, preparing and installing Roll cages, Roll bars and Safety Cages. The details covered in this section give many permutations, the AWDC mandatory requirements are the minimum acceptable. Care should be taken to check with the relevant technical official for any further queries.

Definitions

Safety Cage

A structural framework designed to prevent serious body shell deformation in the case of a collision or a vehicle turning over. The drawing below gives a very simple general idea of the position and size of a basic roll-cage.

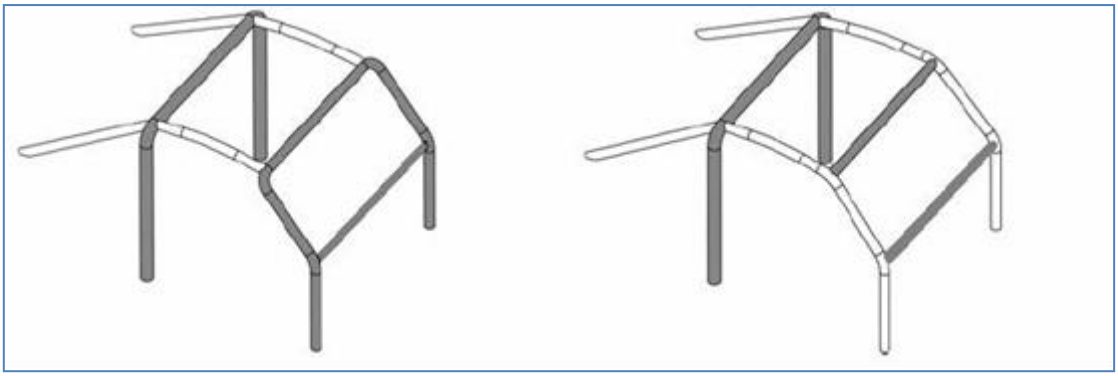


Roll Bar

Structural frame or hoop and mounting points.

Roll Cage

Structural framework made up of a main roll bar and a front roll bar (or two lateral roll bars), their connecting members, one diagonal member, backstays and mounting points (see drawings below).



Main Roll Bar

Structure consisting of a near vertical frame or hoop located across the vehicle just behind the front seats.

Front Roll Bar

Similar to main roll bar but its shape follows the windscreen pillars and top screen edge.

Lateral Roll Bar

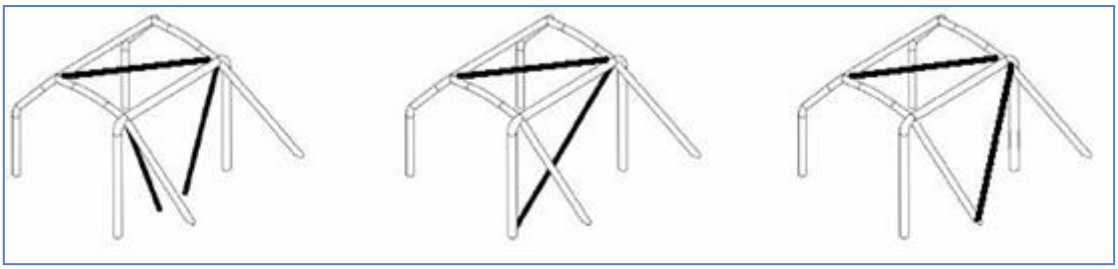
Structure consisting of a near-vertical frame or half hoop located along the right or left hand side of the vehicle. The rear legs of a lateral roll bar must be mounted to main roll bar at the top or side. The front leg must be against the screen pillar and dashboard such that it does not unduly impede entry or exit of driver or co-driver.

Longitudinal Member

Longitudinal tube which is not a part of the main, front or lateral roll bar, for example, a backstay.

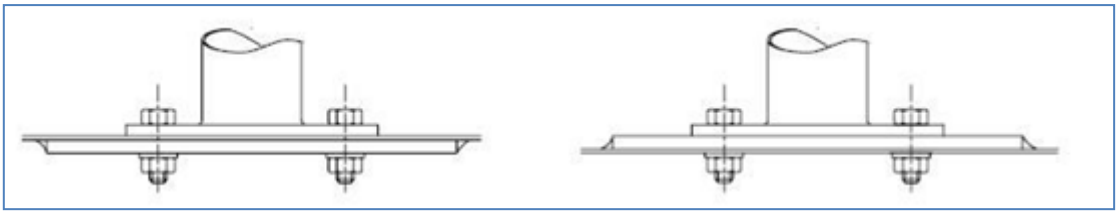
Diagonal Member

Transverse tube between a top corner of the main roll bar or upper end of a backstay and a lower mounting point on the opposite side of the roll bar or backstay.



Reinforcement Plate

Metal plate fixed to the body shell or chassis structure under a roll bar mounting foot to spread load into the structure. Mounting Foot. Plate welded to a roll bar tube to permit its bolting or welding to the body shell or chassis structure, usually onto a reinforcement plate.

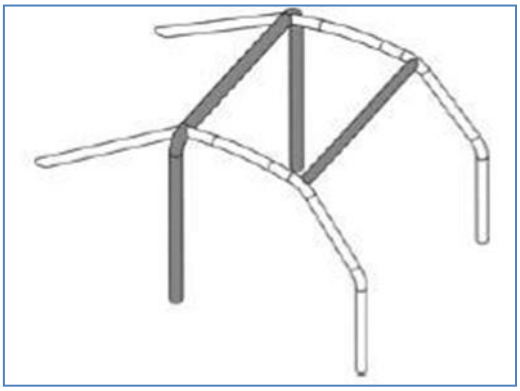


Specifications

Safety cages must be designed and made so that, when correctly installed, they substantially reduce the risk of injury to occupants. The essential features of safety cages are sound construction designed to suit the particular vehicle, adequate mountings and a close fit to the body shell. The safety cage must not unduly impede the entry or exit of driver or co-driver. Members may intrude into the occupant's space in passing through the dashboard and front side trim, as well as through the rear side-trim and rear seats.

Main, Front and Lateral Roll Bars

These frames or hoops must be made in one piece without joints. Hoop corners must not be separate sections and clamps or angled corners are prohibited. Their construction must be smooth and even, without ripples or cracks. The vertical part of the main roll bar must be as straight as possible and as close as possible to the interior/exterior contour of the body. The front leg of a front roll bar or a lateral roll bar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend with its lower vertical part. Where the main roll bar forms the rear legs of a lateral roll bar (see drawing below), the connection to the lateral roll bar must be at roof level.



Tube ends should be correctly shaped to fit the bar they are joined to. Bend radius must be at least three times the tube diameter.

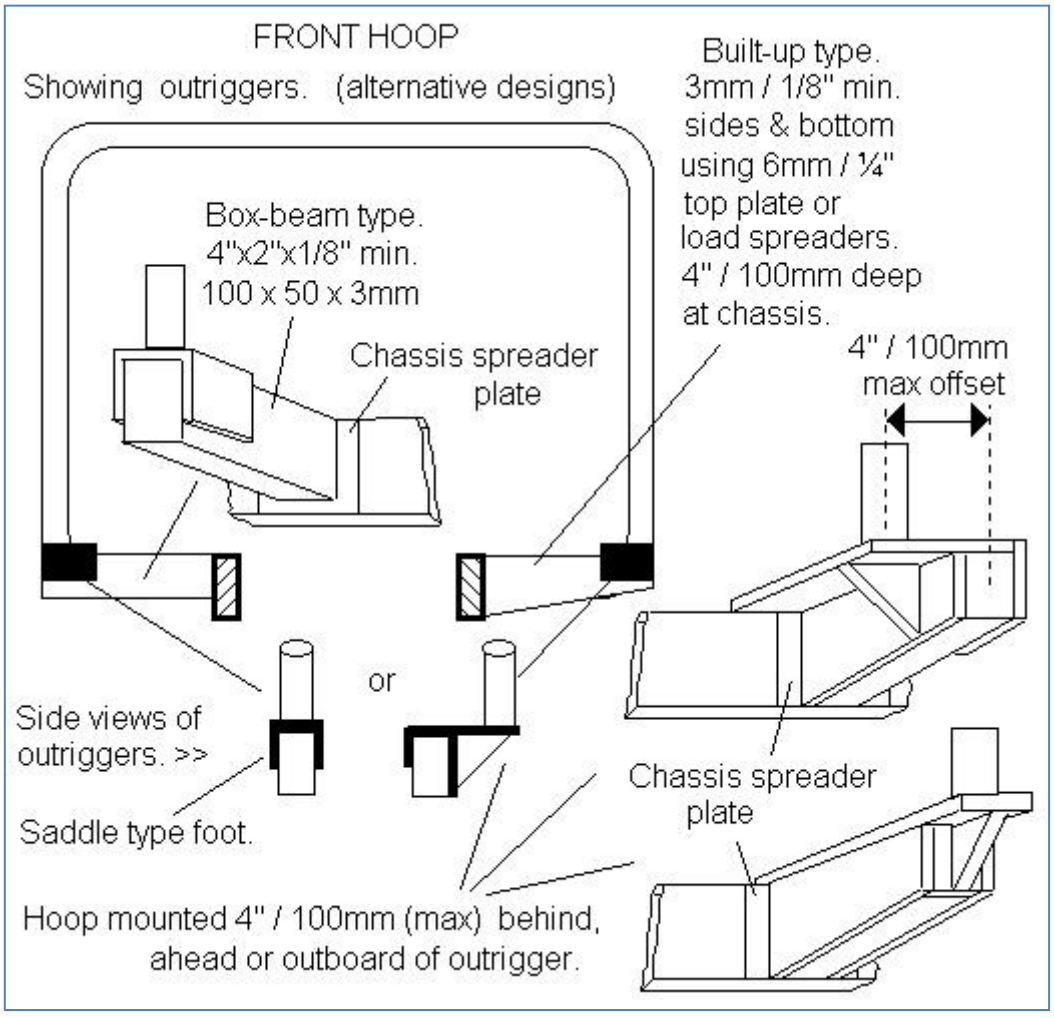
Mounting of Roll cages to the Chassis

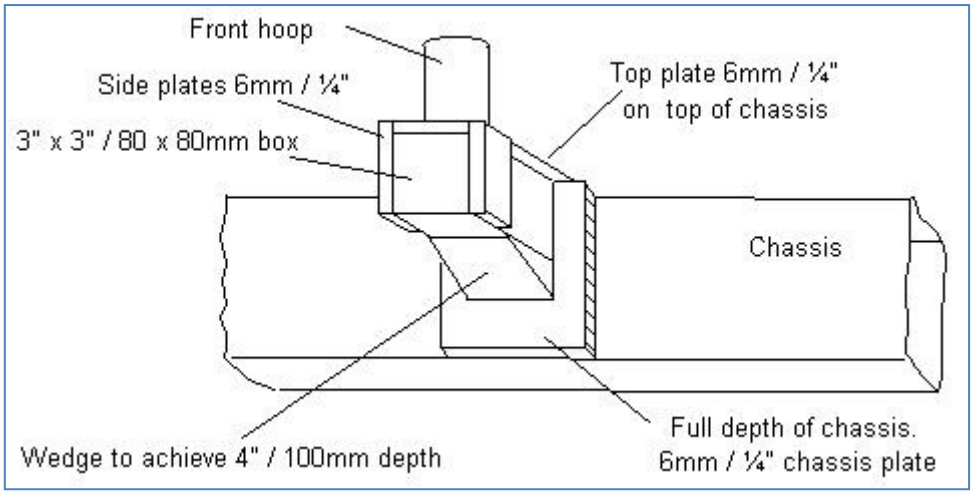
Minimum mountings are:

- 1 for each leg of the main or lateral roll bar.
- 1 for each leg of the front roll bar.
- 1 for each backstay

Each mounting foot of the front, main and lateral roll bars must include a reinforcement plate of a material of at least 5mm thickness (minimum 5mm). Each mounting foot must be attached by at least 4 bolts on a steel reinforcement plate at least 5mm thick and of at least 120cm2 areas which is welded to the chassis. The mounting feet may alternatively be welded direct to the reinforcement plate.

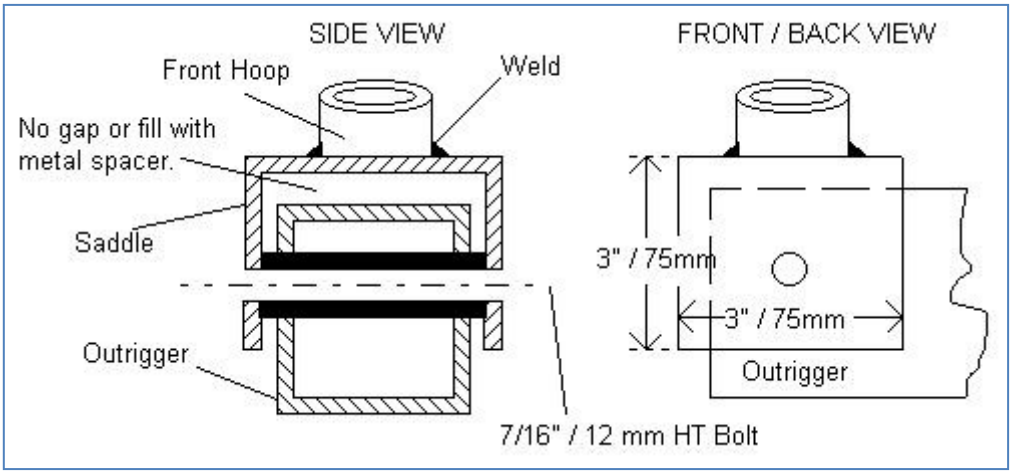
The drawing below shows details on how to attach a front hoop to existing outriggers or to fabricate ones. All types of outrigger should be at least 4" / 100mm deep at the chassis, but on coil-sprung vehicles, the outrigger must be as deep as possible but still provide clearance for the front suspension radius arms. If it is not possible to bring the front hoop leg straight down onto an existing outrigger, the mount may be offset by up to 4" / 100mm ahead, behind or outboard as shown bottom right of drawing.





The drawing above shows how the 4" / 100mm depth at the chassis can be achieved. The wedge must be at least half the span of the outrigger.

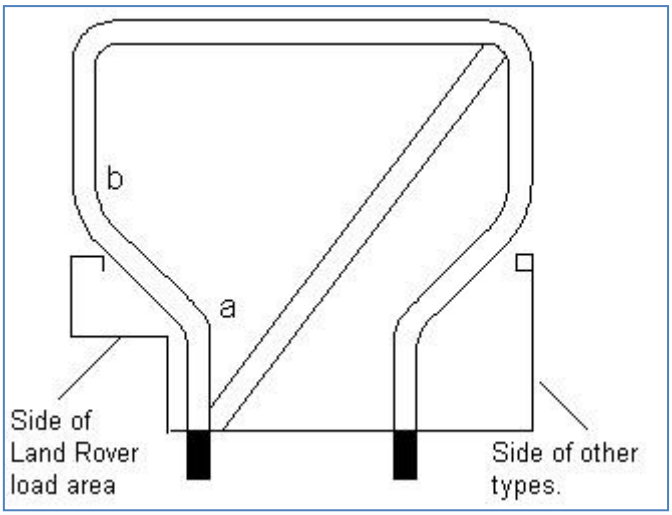
Front Hoop Mounting to Outrigger on SI - III & 90 / 110 and others



The hoop is welded to the saddle, and the saddle is attached to the outrigger with the high tensile outrigger /bulkhead bolt (which also secures the bulkhead)

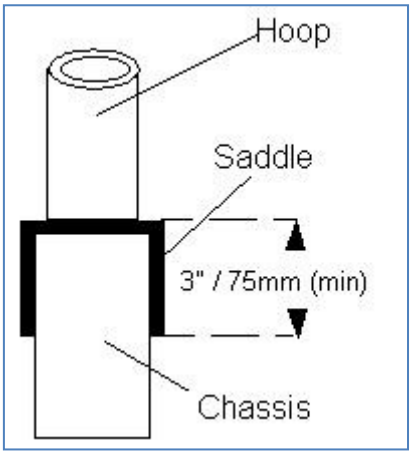
Front hoops which are bolted on, should have their 'behind mudguards' extension legs to the front outrigger made out of tube. Due to restricted space behind mudguards, round tube or heavy gauge square tube will be allowed. Other methods may be accepted If discussed with Scrutineering Committee, and acceptance is at the scrutineers' discretion. Off-setting the centre line of the front hoop extension legs and/ or securing the legs/hoop to the bulkhead with the mudguard/bulkhead screws is a definite failure!

Main Hoop



Above left shows the basic design. The less the amount of bend at points 'a' and 'b' will proportionately increase the strength of the bar. The bend at 'a' can effectively be reduced to a straight tube.

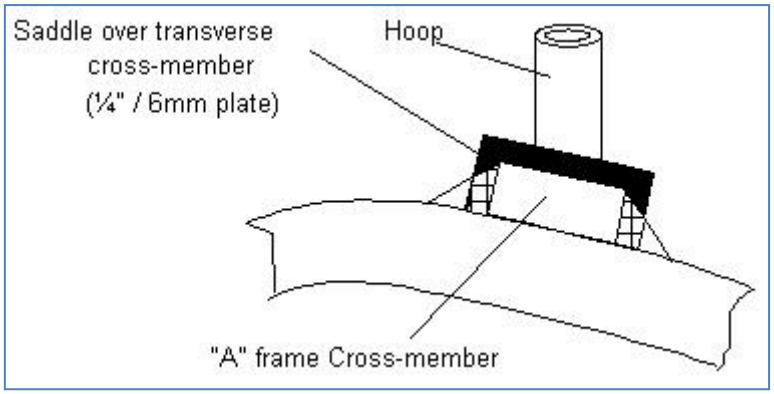
In the following drawings, the rectangle identified as "Chassis" can also be taken to be an outrigger. The attachment principles are the same.

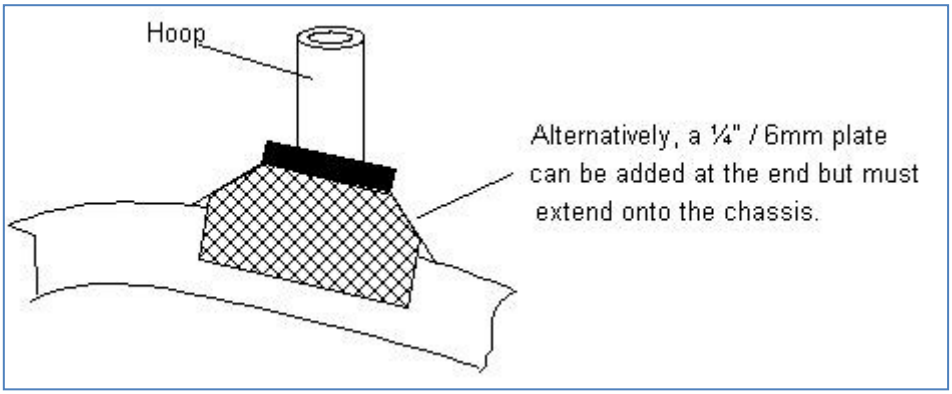


This shows the basic principle of a "U"-shaped channel welded over the chassis. There must be no gaps between the channel and the chassis.

The "saddle" shown may be an inverted "U" channel, two lengths of angle or three flat plates. The objective is to spread the load over a large area of chassis rather than concentrate the loads on a 2" / 50mm (or thereabouts) diameter spot.

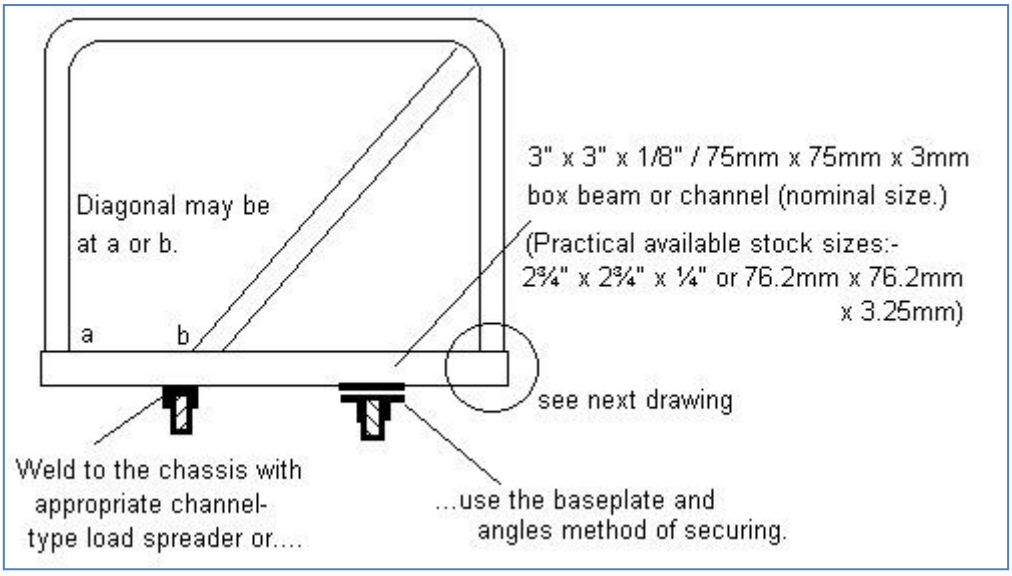
Standard Shape Hoop Mounting onto "A"-Frame Cross-Member





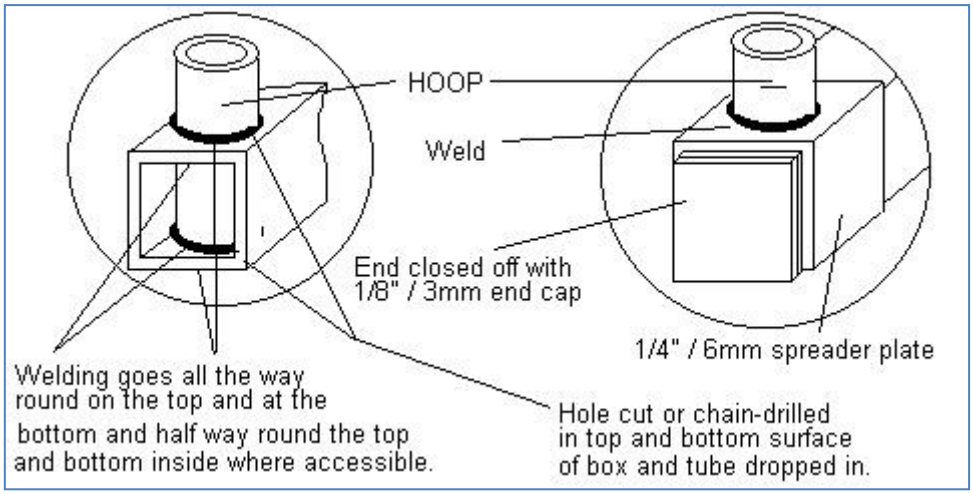
Main Hoop Design and Installation for Range Rover / Discovery and other Long Wheelbase Station Wagons

The following design has been devised to give access to the rear seats in all long wheelbase vehicles. It is a "D" hoop mounted on a substantial box-beam. The methods of attaching the hoop to the beam and the beam to the chassis are shown in detail. The diagonal can go in either the "a" or the "b" position. The diagonal and the rear braces can be made detachable using methods shown later. On a Range Rover, the rear braces just clear the top of the back seats.

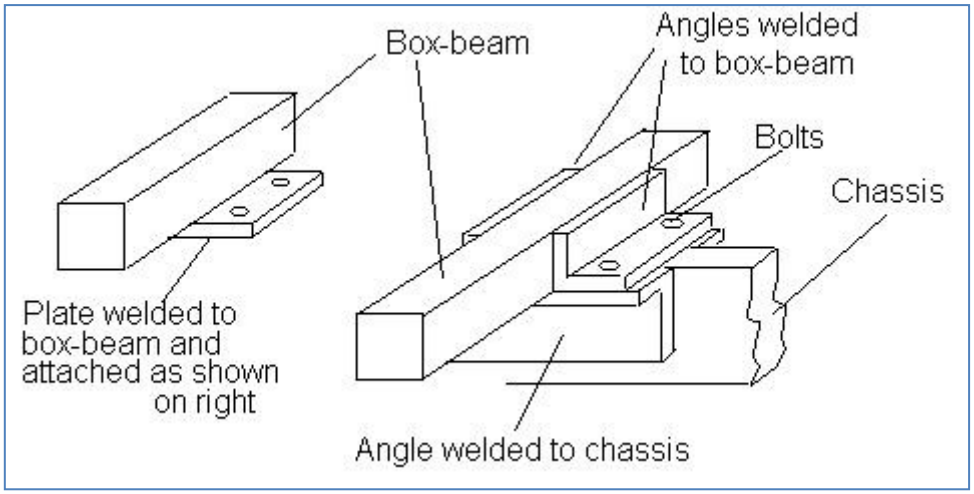


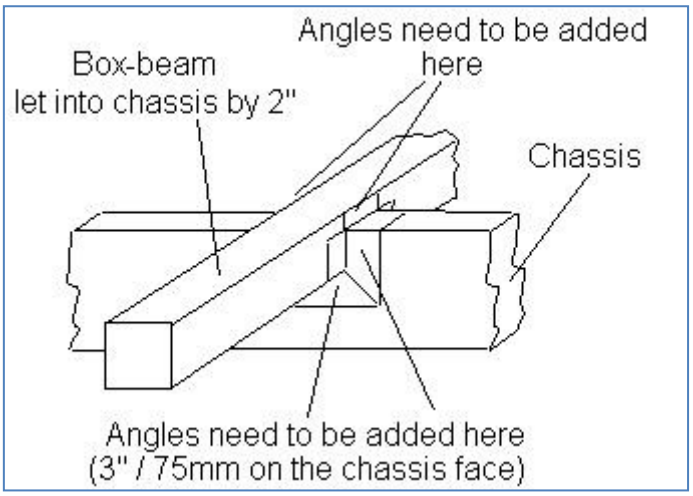
The design shown above is for use in Range Rover, Discovery and any other Long Wheelbase station- wagon vehicles. They give a more stable base due to the extra width of these vehicles and give back seat accessibility

Methods of attaching the hoop to the box-beam



Methods of attaching the box-beam to the chassis

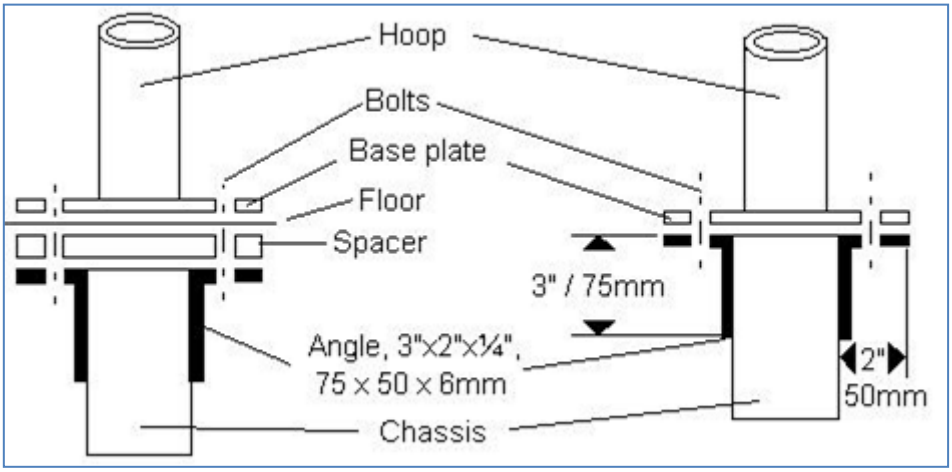




This method is stronger than reinforcing existing outriggers or adding fabricated ones. Spreader plates are not required where the roll-cage tube is welded on to 1/4" / 6mm wall thickness box material.

Detachable Roll Bars and Connections

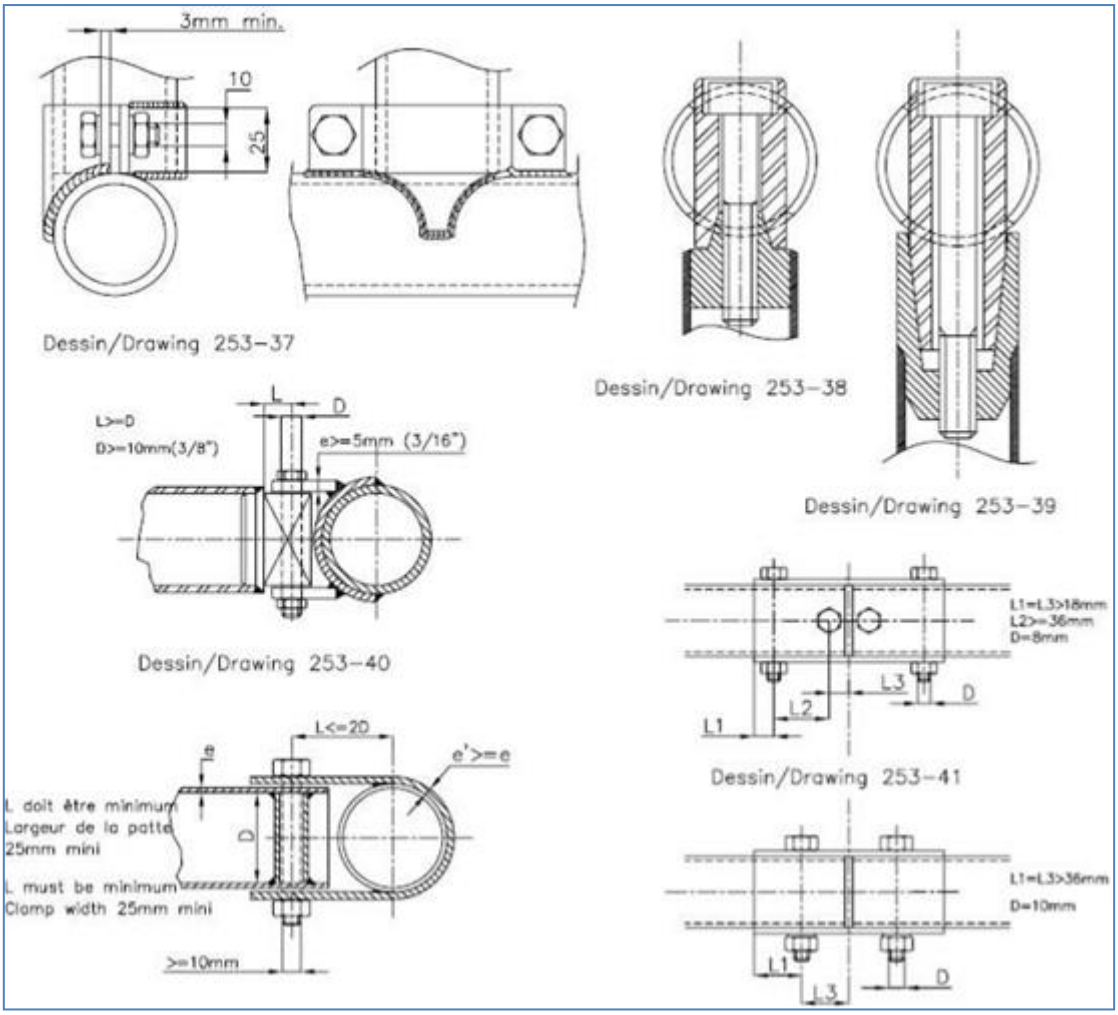
Roll-cages can be made detachable as shown in the following drawings. The "U"-shaped saddle is replaced with lengths of angle and a base-plate is fitted to the roll-cage tube. The assembly is then bolted as shown.

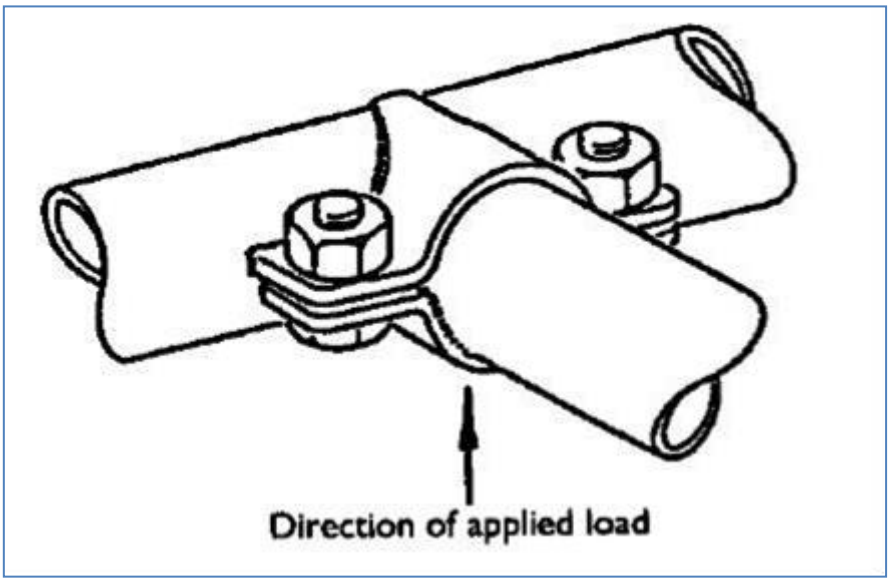


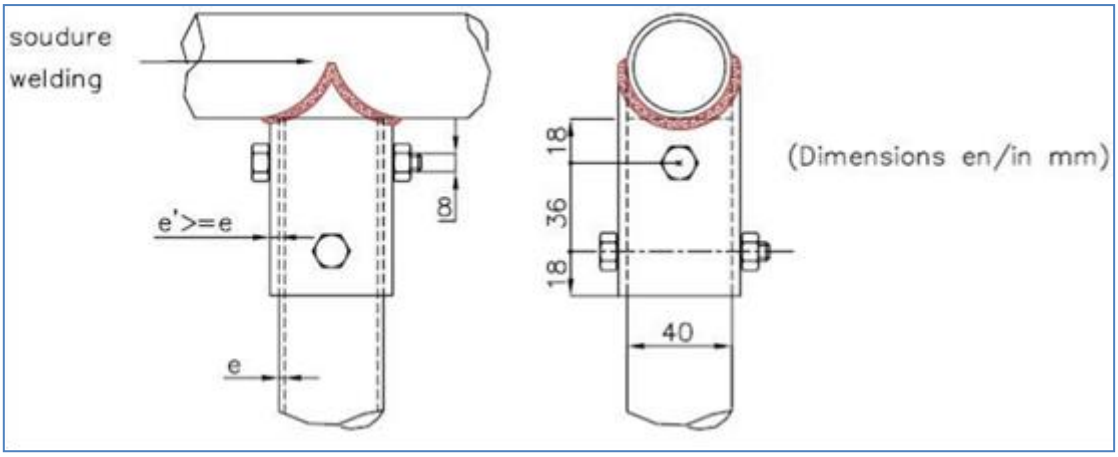
Above left: - Bolting through a floor. The angle iron is welded to the chassis and a spacer / packing piece will almost certainly be needed to fill the gap.

Above right: - Cut-away or no floor panel; as before but the plate sits directly on the chassis and the spacer is not required.

In many of the foregoing drawings, a packing-piece / spacer is shown fitted between the floor of the load area and the chassis. Close fitting pieces of metal or 'Tufnol' or similar hard material (but not wood) the same size and shape as the foot / base-plate must be used to pack the gap between the chassis and the floor. It may be necessary to taper this packing due to the varying gap. The aluminium floor will not take the strain imposed by the legs / feet of the roll-cage. Below are the permitted connections for removable members and connections.

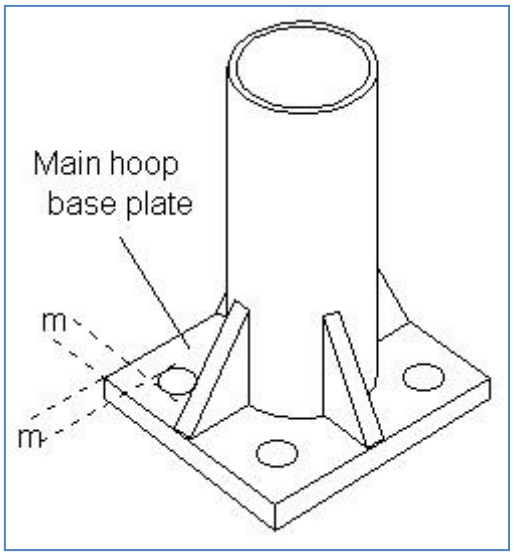

3mm min.
10
25
Dessin/Drawing 253-37
Dessin/Drawing 253-38
Dessin/Drawing 253-39
L>=D
D>=10mm(3/8")
e>=5mm (3/16")
Dessin/Drawing 253-40
L1=L3>18mm
L2>=36mm
D=8mm
Dessin/Drawing 253-41
L<=20
e'>=e
L doit être minimum
Largeur de la patte
25mm mini
L must be minimum
Clamp width 25mm mini
>=10mm
L1=L3>36mm
D=10mm


Direction of applied load

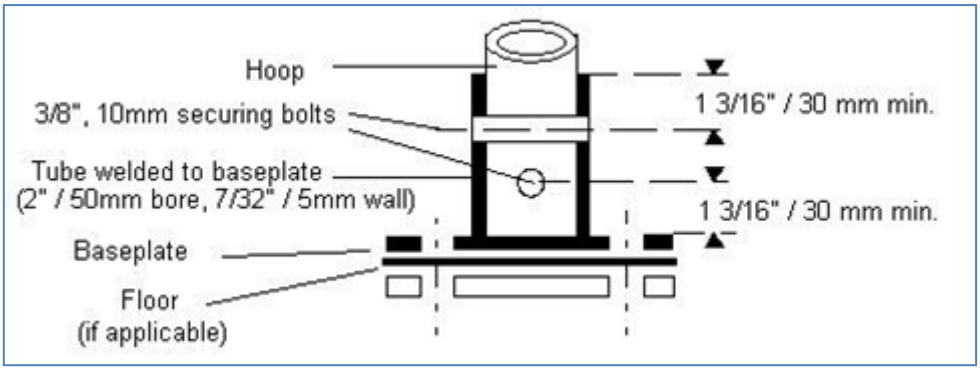


Base Plates/Feet

The base-plate / feet shall be at least 100mm x 100mm x 5mm (125mm x 125mm x 6mm preferred) steel plate. Bolt holes shall have at least 11/2 x bolt-diameter edge margin, i.e. edge of bolt-hole to edge of plate; angle or bracket shall be at least 11/2 times the diameter of the bolt.



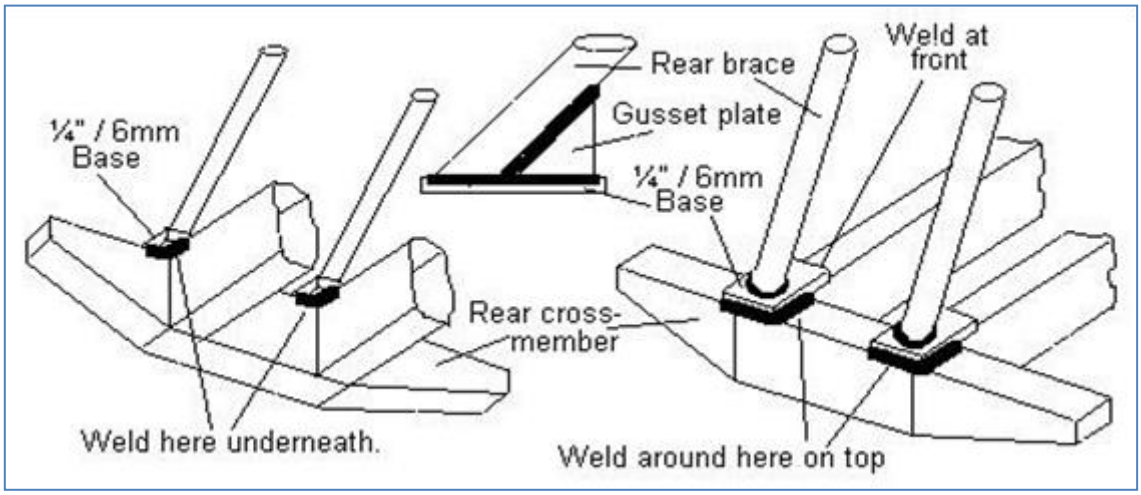
The use of flitch plates or webs around the base of the bars and bracing will greatly increase the strength (recommended 45deg webs). Hole edge margin "m" shown on the sketch at left shall be at least 11/2 x hole diameter. This applies to other brackets and plates.

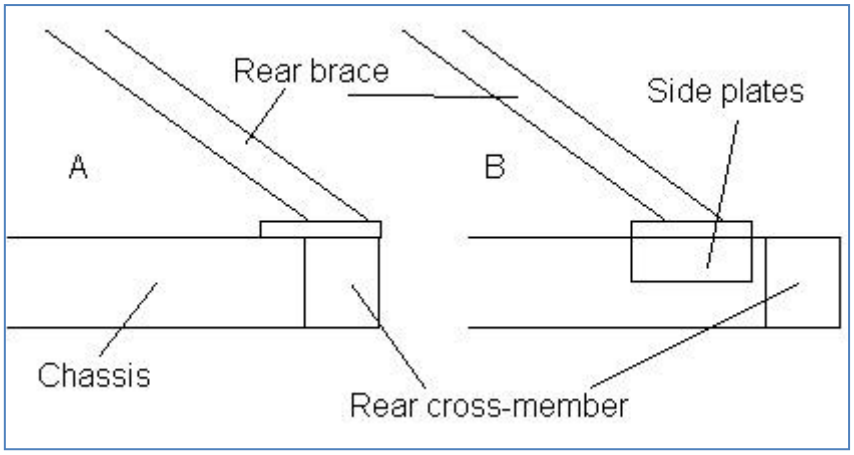


Above is a type of mounting enabling the roll-cage to be removed leaving only the socket in place in the vehicle.

Backstays

These are compulsory and must be attached near the roofline and near the top outer bends of the main roll bar on both sides of the car. They must make an angle of at least 30° with the vertical, must run rearwards and be straight and as close as possible to the interior side panels of the body shell. Their materials specification, diameter and thickness must be as defined in 8.22. Their mountings must be reinforced by plates. Each backstay should be secured by bolts having a cumulative section area at least two thirds of that recommended for each roll bar leg. Their mountings must be reinforced by plates. Mounting as in above, and with identical reinforcement plates of at least 60cm² area. A single bolt in double shear is permitted, providing it is of adequate section and strength and provided that a bush is welded into the backstay.



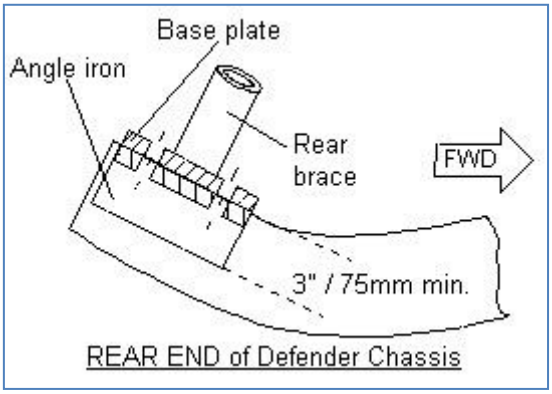


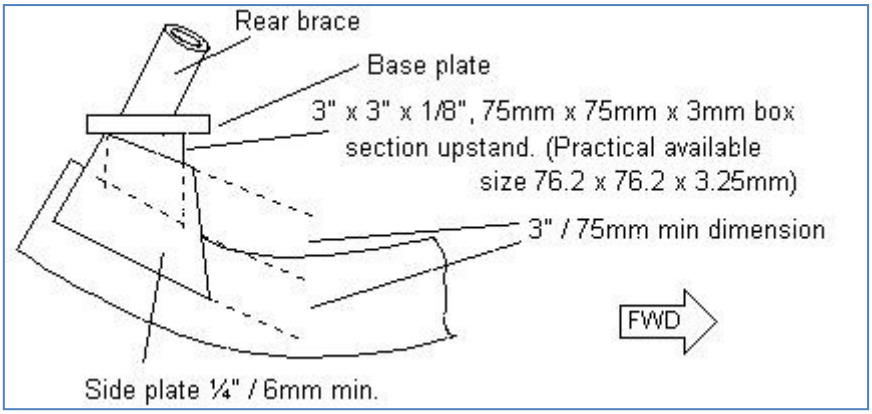
"A" shows the rear brace on top of the rear cross-member. No chassis side plates can be fitted, so a flat plate over the rear cross-member and overlapping on to the chassis is acceptable.

"B" shows the rear brace still well back but not on top of the rear cross-member. Here, side plates or angles will need to be used per previous drawings.

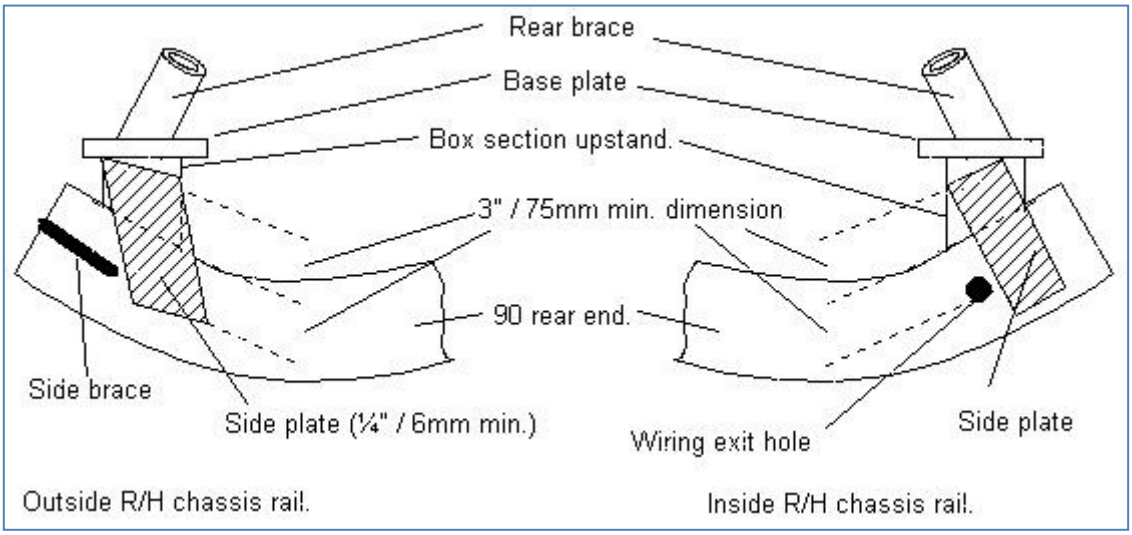
Rear Braces on Range Rover, Discovery, 90, 110 Defender and Others

The awkward shape of the chassis on the coil sprung vehicles can lead to mounting problems. The following sketches may help. Remember, outriggers and cross members should be treated the same way as the main chassis rails.



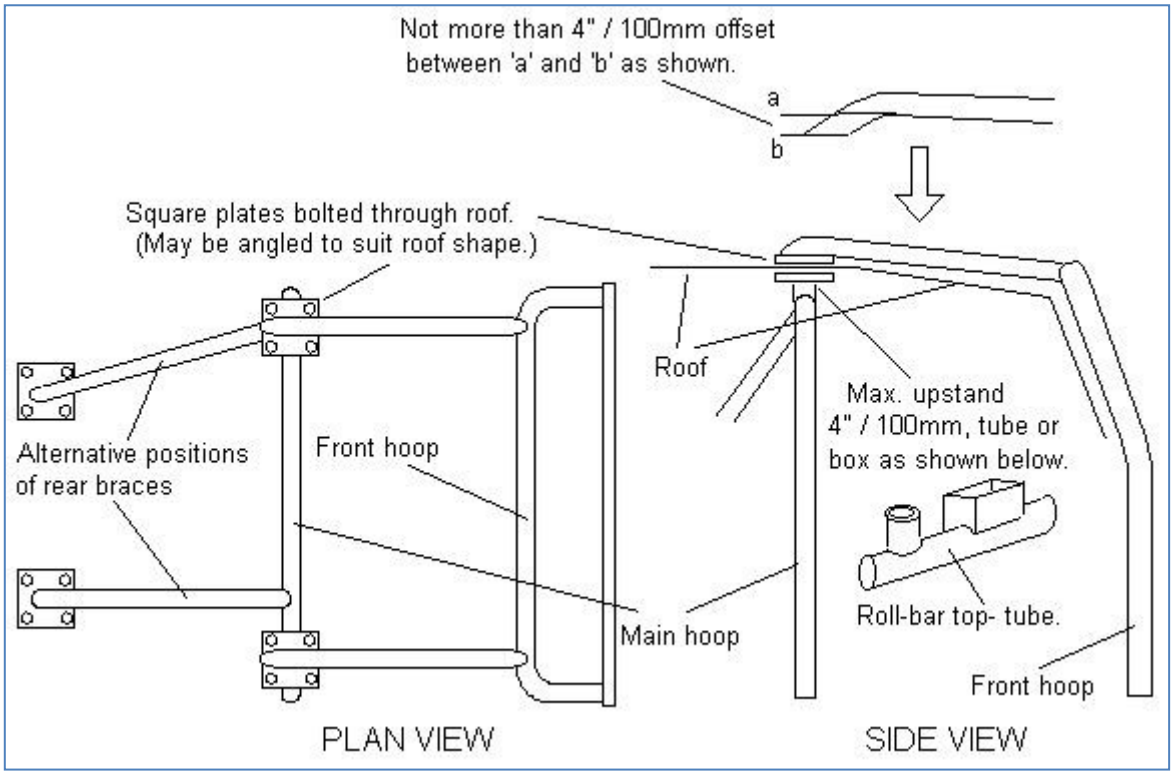


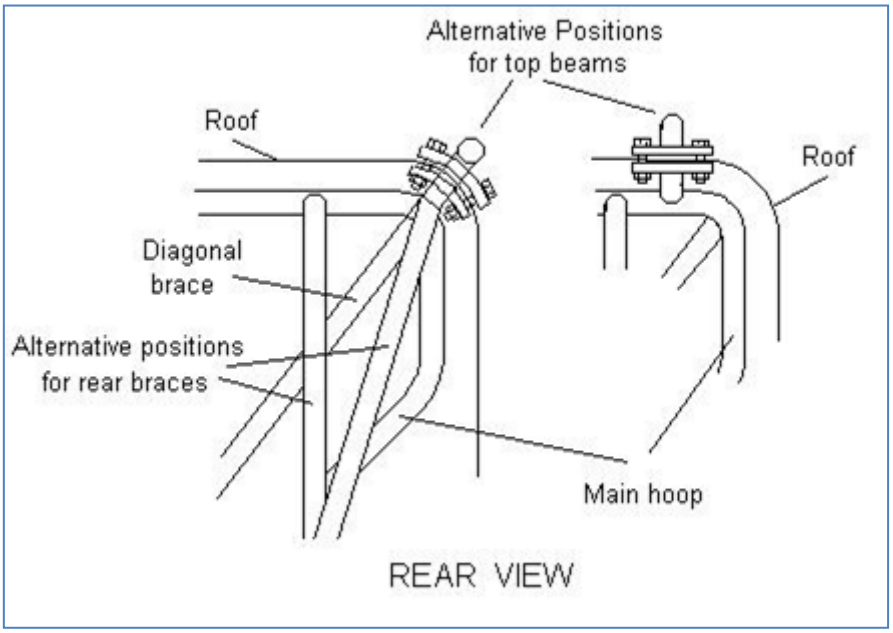
The sketch above may not always work out exactly as shown due to braces between the chassis and the rear cross-member, and the point on the inner face of the chassis rail where the wiring loom emerges. The sketch below (adapted from the above drawing), shows the pattern of side plates that could be added to a 90 that has been fitted with a roll-cage in the way that some commercial manufacturers do. The box-section up stands is to be securely welded to the chassis first and the ¼" / 6mm reinforcing side-plates added afterwards.



If you need to have the front hoop on the outside of a hard-top or soft-top with the main hoop inside, the following design may help. The square plates that sandwich the roof panel are of standard design defined elsewhere (8.14). The plates may be level or angled to suit the shape of the roof. There must be no more than 4" / 100mm between the top of the roll-cage top tube and the inside of the roof. The difference may be made up with round tube as used for the roll-cage, or by box section at least 2" / 50mm square by 1/8" / 3mm wall. On soft-top installations, the main hoop may replace the first tilt-frame with only the bolt holes

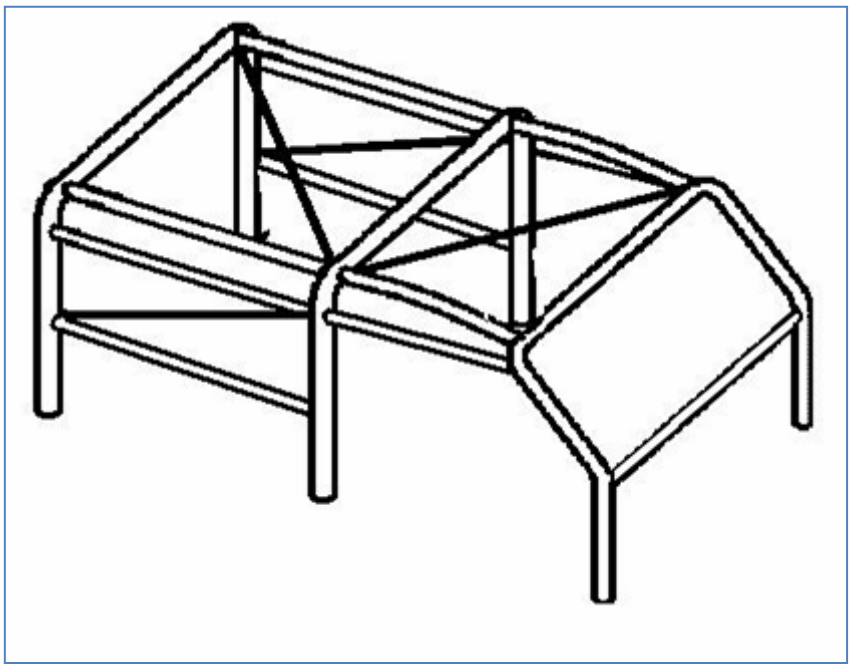
perforating the material. The joint shown in the Drawing below could be used to make an adjustable up stand, if inverted from the way it is drawn.





Since many vehicles are now being equipped with external cages the fitment of rear braces on the interior is not possible. As a stop gap solution for such cages the rear braces must be done externally between the top corner main hoop and the bottom rear corner of the end

hoop, when viewed side on. The diagram below illustrates the back stays and diagonals as a black solid line, compulsory on extreme class vehicles with a full external cage.



Diagonal Members

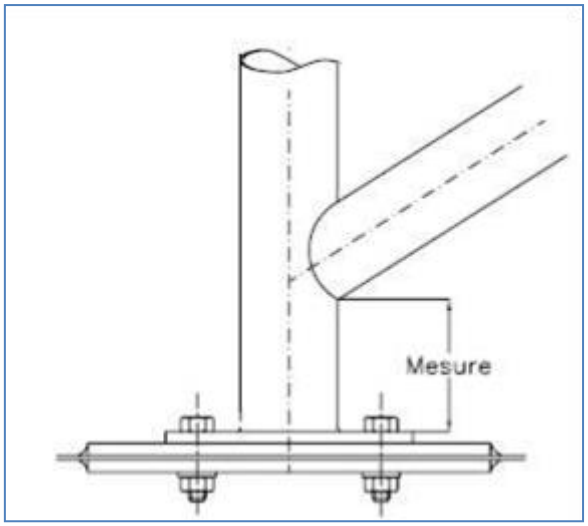
Class requirements

- Standards: - optional
- Hybrid: - optional (STRONGLY RECOMMENDED)
- Extreme: - Compulsory

Diagonal Braces for Main Hoops

If fitted, their location must be in accordance with drawing 1 and they must be straight not curved. The minimum required for the internal main hoop is a diagonal, preferably going from the driver's top corner down to the opposing end of the hoop or chassis, though a cross-brace is recommended. These can either be welded or bolted on.

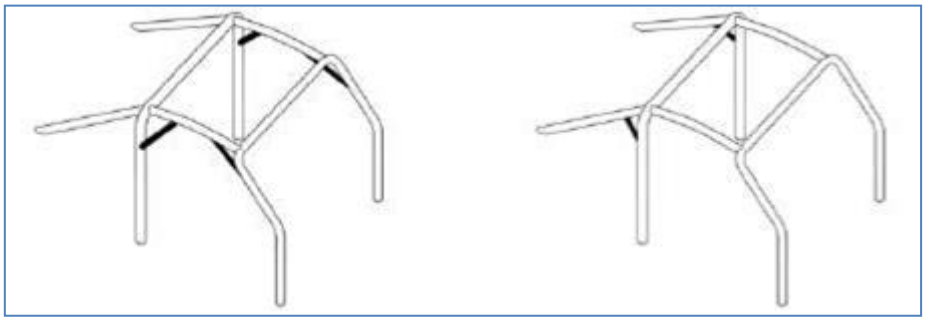
External roll cage cages must have their diagonal braces mounted as follows: from the main centre hoop, drivers side to the passenger side front hoop and another from the driver's side main hoop to rear main hoop. (Please note that squashing of pipe ends for bolting is an instant failure).

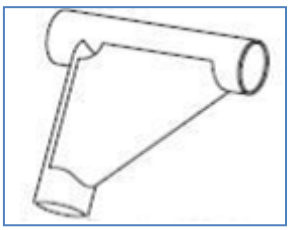


The attachment points of the diagonal members must be so located that they cannot cause injuries. They may be made removable but must be in place during events. The lower end of the diagonal must join the main roll bar or back-stay not further than 100mm from the mounting foot. The upper end must join the main roll bar not further than 100mm from the junction of the backstay joint, or the backstay not more than 100mm from its junction with the main roll bar. The combination of several members is permitted. These may also be bolted on. Vehicles of under 1200kgs are exempt from having the member fitted.

Optional Reinforcement of Roll Bar

The diameter, thickness and material of reinforcements must be as defined in 8.20 they must be either welded in position or installed by means of demountable joints. (See 8.8)





Reinforcement tubes must not be attached to the body shell.

Materials Specifications

It must be constructed of steel tubing of minimum:

Seamed Steam Pipe 'Blue Band' quality or (Galvanized tubes are prohibited)

Description	Inside Diameter	Practical Imperial Inside Diameter Size Available Locally
Front Hoop	40mm	1 ½"
Main Hoop	51mm	2"
All Remaining Tubes	40mm	1 ½"

Cold Drawn Seamless Carbon Steel

Description	Outside Diameter	Wall Thickness	Practical Size Available Locally
All Tubes	48mm	2.5mm	48.3mm x 3.7mm

In selecting the steel, attention must be paid to obtaining good elongation properties and adequate weld ability. The tubing must be bent by a cold working process and the centreline bend radius must be at least three times the tube diameter. If the tubing is ovalised during bending, the ratio of minor to major diameter must be 0.9 or greater.

A 6mm hole is to be drilled in the lower section of each tube, 25 - 30mm from the bottom ends, for checking the tubes thickness.

Nuts, Bolts and Washers

Minimum size for all bolts is M10 or 10mm unless specified elsewhere in the connections drawings.

Washers should be used in all connections where possible to further spread the clamping force exerted by the bolt and nut. Washers should be of an appropriate thickness for the task of securing the structure.

All nuts and bolts used in securing a roll-cage / cage should be made from high tensile steel. Plated or corrosion protected / treated nuts and bolts are recommended. Where possible use plated nuts and bolts, the best quality high tensile steel bolt will still rust unless treated. There is no substitute for getting them with a finish that will not rust; self-coloured or black ones come with only a covering of light oil that will soon go and the corrosion problems begin. High tensile bolts have markings on the head; if it is a plain head do not use it. The markings can consist of either letters (UNC, UNF and Whit. threaded bolts) or numbers (Metric or ISO Metric). The letter to look for is 'S' or a higher letter or the number 8.8 or higher.

<u>Note:</u> STAINLESS STEEL BOLTS ARE NOT ALLOWED ON ROLL CAGES ARE AN IMMEDIATE FAILURE.

Plain nuts must always have lock nuts or they must be self-locking types. There are several of these ranging from 'Nyloc' to 'split ring' types. Alternatively, use castellated nuts and split pins or tab washers. You must always use washers and the washers should be suitable for the nut and bolt. Thin 'body' washers used to hold car wings on are not suitable for roll-cage construction.

Also remember, a set screw with the thread running from tip to the head is not a bolt (which has the thread running from the tip to the shank - approx. 2/3 the length of the bolt) and is not designed to bear a shear load. The plain shank is designed to do that, a thread is designed to use the nut on.

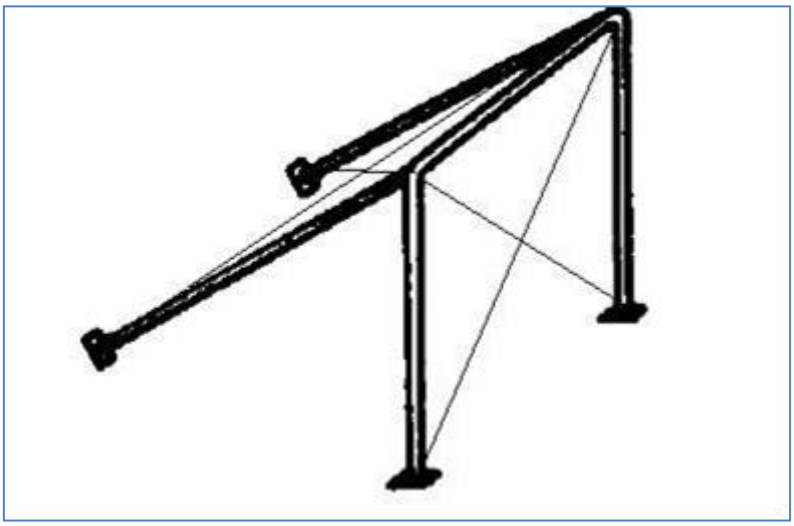
Welding

Welding should be carried out to the highest standards.

Welds should be cleaned, but **not ground or filed** after completion.

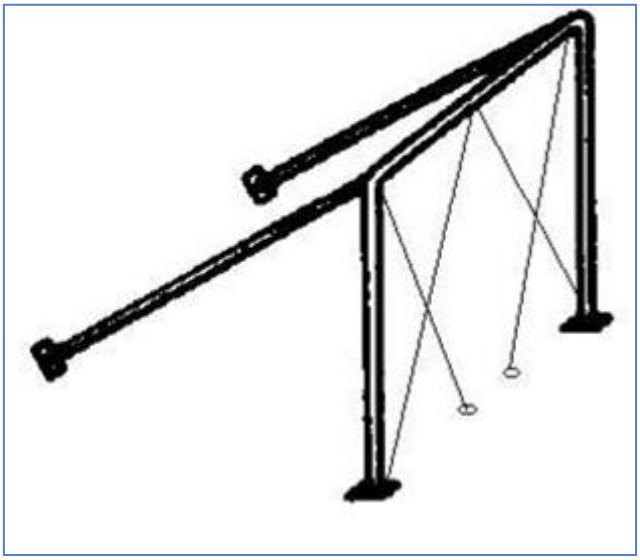
Drawing 1

The thin lines indicates the various options for the diagonal cross braces

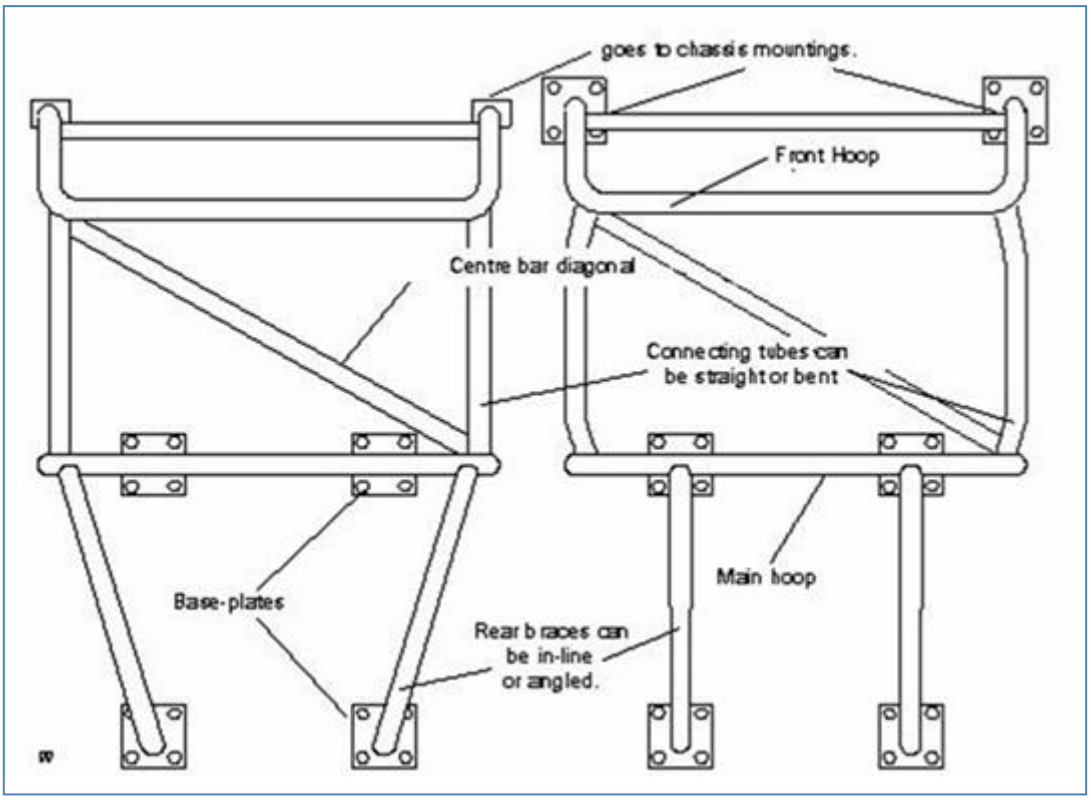


Drawing 2

The thin lines indicates the various options for the diagonal cross braces



Full cage diagrams



Karting Regulations

Introduction

These General Competition Rules (GCR) will guide all participants in Kart racing to a safe environment for racing events. All participants must have a good know-how of all these regulations so as to avoid any inconvenience at the race events.

To achieve maximum safety, first of all it will depend oh the drivers' performance while racing. Any driver will be warned/disqualified if he acts in an excessively aggressive way whilst racing.

It is the Organizations most important priority to provide a safe track during all the events. All drivers will perform at sole responsibility and risk.

It is the Race Director's responsibility to cancel an event due to bad weather or unsuitable track conditions which will affect the track safety. If any driver is not satisfied with the track safety, he must lodge an official complaint in writing, addressed to the Race Director.

Drivers found consuming alcohol or taking any type of drugs will be immediately disqualified. Drug abuse during events, will also involve a filing of an official report to the Law Enforcement Agencies,

All drivers are participating at their own risk. The club and its representatives will accept no responsibilities for any damages and/or injuries occurring during its events.

Eligibility

To be eligible to compete, all drivers must be in possession of the Kart Driver's Licence. All drivers will be instructed on the steps necessary to achieve said licence.

Be a fully paid up member as a junior/senior driver member ("Driver Members" only can compete in any event).

Where the driver's age will determine the participation class, the age at the start of the competitive season will be the determining age. In case a junior member requests to compete at a senior level and is accepted to do so, he must pay the "Senior's Member" fee.

When a driver requests to move from one class to another, he must officially request the transfer in writing. It is in the Organisers discretion to accept or not such transfer request.

After the approval for the transfer of a junior member to senior member, he will be issued a document which has to be signed by the driver's parent/s or legal guardian/s. Upon receipt of such consent, a supplementary licence will be issued in favour of the driver.

The organisation has the right to refuse entries in senior classes due to lack of driving abilities.

To be eligible to participate in an event one must own a kart that is within the kart/driver regulations below. If the kart or driver does not pass the scrutineering at the event, no refunds will be given to the driver/owner of the kart.

Officials and their duties

All officials must have an Identification Card. The ID will state his position at the event.

Below is the list of officials and their duties in an event:

- Race Director
- Timekeeper
- Scrutineers
- Pit Official
- Flag Marshals

These Officials will have total control of each event organized. They will control the race according to these general competition rules. They will have the power to impose warnings and disqualify any driver/s who will not race according to these rules. They will act to eliminate any misbehaviour. The final decision regarding any penalty will be the officials' responsibility. Any driver/member who wishes to protest against any penalty or any other occurrence during an event, may do so in writing within 1 hour from the end of the fast race of the event in question. This Official Protest has to address the Executive Committee and has to be accompanied by a €40.00 Protest Fee. This official protest has to be delivered by hand to either the Race Director or the Technical Director. The said Official Protest will be discussed by the Executive Committee during a committee meeting held after the race.

Race Director

The Race Director will have complete and absolute power on the track, drivers, karts, helpers and the other officials. Any decision taking during a racing event, will come through the Race Director. The Race Director will be the sole person responsible for 'the issue of warnings or disqualifications. He may do so at his own discretion or after consultation with any other Race Official. He can assist any scrutinizing made by the official on the karts and racing suits. He can impose a direct scrutinize on a kart and driver at any time of the event. NO ONE CAN REFUSE to be scrutinized or he will be disqualified immediately.

The Race director can stop any event for safety reasons, bad starts, accidents on the track, and bad weather. He may do so at any time of the race and it is in his discretion whether to terminate the race or have it restarted to complete the number of laps remaining. A race which was suspended will be resumed on a date which will be decided by the Race Director. The Race Director will also be responsible to issue the Official Starting Grid for this race.

The Race Director can disqualify any kart/driver at any time of the race due to irregular behaviour on the track. He can enforce a drive to pit due to the kart's condition. He will have the power to allocate a penalty points to any specific driver/s who are guilty of illegal/irregular behaviour. He will have the power to deduct between 1 and 2 points, depending on the kind of irregularity, from the driver's Championship Points Tally. The Race Director may also deduct point's, as a result of misbehaviour by the Driver's helper.

The Race Director will be the official responsible of authenticating and finalizing qualifying and race results. He will be responsible to pass on the starting grid or race results to the Pit Official after each event segment.

The Race Director will present a report to the Organising Committee at the end of each event. In this report he is to clearly state the qualifying and racing results for each class, together with a list of warnings & reasons issued, as well as disqualifications & reasons issued.

The Race Director may be requested by the Executive Committee to issue a sworn report concerning any major accident occurring during any racing event.

Timekeeper

The Timekeeper will be directly responsible for the correct operation of the timing equipment during the events. It is his duty to inform the Race Director the positions of the drivers after qualifying, the starting grid and the final results of each race.

The timekeeper has to immediately inform the Race Director if a malfunction in the timing system occurs during a race. It will be at the Race Director's discretion if the race will be suspended or terminated.

The timekeeper after consultations with the Race Director, will be responsible to allocate the points won by each finishing driver in respect of their ending grid position. All relative documentation, including qualification reports, race reports and points allocation are to be handed to the Race Director at the end of the event. The Race Director has to hand in these documents to the Organising Committee together with his report.

Scrutineers

The Scrutineers will be responsible to inspect all karts before each event. Every driver will be requested to present himself in the Parc Fermé together with his kart and Karting clothing. The scrutineering will be performed class by class, according to the Race Directors' instructions. The scrutineers will be requested to check that each driver is equipped with a Racing Suit, Racing Gloves, Racing Boots and Racing (Full Face) Helmet and that the kart is in line with the GCR. Drivers whose karts are found in breach of the GCR will be given until 5 minutes before their Qualification heats start to make the necessary modifications. Scrutineers will once again inspect the kart to make sure that the modifications or repairs have been done to a satisfactory level.

After each event the scrutineers will be responsible to tow each kart.

If a kart is called for engine inspection one of the scrutineers and the driver himself must be present for the said inspection.

If any breach of the GCR is noticed by the Scrutineers, they have to inform immediately the Race Director. The Scrutineers may be requested to attend a committee meeting so as to give a sworn statement regarding the events.

Pit Official

The Pit Official must prepare the karts in a grid according to the position the driver obtained during qualifying. This grid is to be prepared in the Parc Fermé. If a driver fails to present himself in the pit lane in time the Pit Official will let the rest of the racers to exit the pit lane and allow one formation lap to Jet the late driver exit the pit lane and find his position. If the driver fails to exit the pit lane after one formation lap the Pit Official, after informing the race director, will suspend the driver from that particular race.

Flag Marshals

The Flag Marshals shall be responsible to guide the drivers on the track and inform drivers of any hazards present on track.

The Marshal will have available THREE flags. These are the yellow, blue and green flags.

The Marshal will control his area if an accident occurs. He will do so by waving a yellow flag, but must not move from his position so as not to create a further hazard. If the accident is of such a level that induces the race director to suspend or terminate the session or race, the marshal will be required to assist any rescue teams as needed.

The Marshal will indicate a back runner, when he is being following by the race leader or any other faster kart. He will wave the flag but not move from his position.

Safety

Safety is the prime consideration of the organisation although each driver must bear in mind, that it his duty to race in a safe and NON AGGRESSIVE WAY. To achieve the highest safety standards the club will provide a high standard in methods of operation and track facilities. On the other hand, each driver is required to make use of karts in the best possible conditions. The organisation will continuously monitor the drivers during their performance and will notify any about their unacceptable driving practices when it deems necessary.

During an event, karts that have been involved in an accident will be called for scrutinizing prior to their next session, so as to inspect the extent of the kart damage.

An ambulance will be present during every event held. The ambulance will be situated at the nearest safe entry point to the track to eliminate all inconvenience and make its arrival on an accident scene as fast as possible. If an ambulance and/or qualified first aid team will not be present, the event will be suspended until their arrival.

Drivers must wear racing clothing at all time during the day. This is not only valid for practice, qualification and races, but from the moment the drivers reach the Raceway, till the end of the event. These consist of an approved Racing Suit, Racing Gloves, Racing Shoes and Safety Racing Helmet. The clothing will be to a standard which are: Racing suit must be of one-piece suit; racing shoes must cover the ankles and Gloves must protrude the sleeves of the racing suit, Helmets must be specifically designed for racing purposes only. The helmet must be of full face protection and a visor. Drivers must present their racing clothing for scrutinizing at the beginning of each race event.

Drivers with long hair must wear a hair net so no loose hair will be of any danger. The nets must be shown to the scrutinizer during kart inspection. The nets must be personal belongings.

All competitors must display their blood group in a prominent place preferably on the helmet and race suit.

Signals

Drivers will fully raise one arm to indicate that his kart is not operating properly. If a kart suffers damage to the structure/tyres etc., the driver must exit the race track as soon as possible and drive clear from the race line. He will not be allowed to continue the race. If the kart loses power the driver may continue to race as long as he drives in a way that will not affect other drivers and raising his hand during braking and accelerating and entering a chicane. The driver must also fully raise his hand on entering the pit lane, so as to inform the following drivers that he will abruptly leave the track. All drivers will have to enter the pits at a dead-slow speed and in a safe manner.

Each competitor cannot deny any of the following flag signals which represent warnings or he will be penalized during or after he exits or finishes the race.

Maltese Flag

Start of race. No one can apply full throttle or overtake any other kart, before he passes the flag if a rolling start is in use. For static starts, the flag will indicate the moment when throttle can be applied.

Green Flag

This flag will be kept visible as long as the track is clear.

Red & Black Flag

This Flag indicates a fault start. All drivers must slow down and find their position in the starting grid immediately, to re-start the race.

Blue Flag

This flag will indicate the driver to leave the race line to be overlapped by either the race leader, or any other driver that is a lap ahead.

Yellow Flag

This Flag will indicate that there is part of the track which is unsafe. All drivers must slow down and keep their position until a green flag is shown, which will signify the clearance of all hazards. No overtaking is allowed during the yellow flag regime.

Black Flag with an Orange Circle

This flag indicates that a driver has damage in his kart and must enter the Pit Lane immediately to fix his kart. The driver who is shown this flag, must enter the pit lane in the same lap. Failure to do so will result in an immediate disqualification.

Rolled Black Flag

This flag indicates that the driver's technique is dangerous and will be disqualified if he continues this sort of driving.

Black Flag

This flag indicates that the driver is disqualified from this race.

Red Flag

This will indicate the drivers to stop the race and proceed to the pit lane slowly. Dangerous driving when shown this flag will be result in an immediate disqualification from the event.

Race Procedures

Once the karts pass the scrutineering they will be deemed as legible for the day event. All karts in their respective classes will be allowed 10 minutes for Free Practice. Followed by another 10 minutes of Qualifying Session. The Qualifying session will determine the starting grid for race one. The driver who manages to record the least time for one whole lap of the track, will be awarded the Pole Position. The driver classified in second place will be awarded second place in the starting grid and so on and so forth. Any driver that illegally takes a short-cut during the qualifying session, will have his lap time cancelled and will be classified as last in the starting grid. The Race Director, has also the authority to disqualify any driver who blocks or attempts to put other drivers at a disadvantage. After each session, except Free Practice, all karts will be inspected for weight.

If a driver fails to record a lap time during the qualifying session, he will be placed in the last position of the starting grid. If more than one driver are relegated to the last place of the starting grid (either for failing to record a lap time or as disciplinary action taken by the Race Director), the driver who holds most championship points between the non-starting drivers will take the first available position after those drivers who have recorded a lap time. (Only for the first event of the championship a throw of coin will be held)

- All senior races will consist of 15 laps and each class will race three times. The first driver to cover the 15- laps will be the winner. For points to be awarded in respect of the championship, all starters must complete a minimum of 12 laps or 75% of the race distance. Failing to cover 12 laps by one or all drivers, will mean that NO points will be awarded to the driver or drivers.
- Kids' class will have a static start. The drivers will be allowed two warm up laps and will proceed to the starting line in the positions obtained during the Qualification session. The start of the race is deemed when the Maltese flag is lowered by the race director.

A fault start will result when one or more drivers move from their starting position, before the race director has fully lowered the flag. This will induce the Race Director to call for a restart. If a second fault start 'will be done by the same driver the race will be stopped again and the driver will be moved to the back of the gird. A third fault start by the same driver will result in an immediate disqualification of the driver in default.

All other classes will start on a rolling start. A minimum of two warm up laps will be allowed to the drivers to find their positions to start the race. During these laps the pole sitter, must drive his kart at half throttle speed, because it is his duty to guide all the other drivers to the start of the race. Failing to do so will result in his penalization and he will be moved to the

back of the grid. Each driver must maintain his position until he passes the Maltese flag shown by the race director at the start of the race.

Any driver that drives/spins off track may only re-join the race by starting his kart by himself, failing to do so he will be left with no other option than to leave the kart in a safe place and abandon the race. If said driver is helped by any other person, he will be immediately disqualified from the race. Race Marshals, shall in no way aid the driver to restart his kart.

Any driver that ignores a warning flag will be penalized or disqualified from the race depending the gravity of his action.

Any driver running off the track which will result in a short cut may not take advantage of this and pass any other driver; he must maintain his position and allow through any drivers that he may have overtaken. Running off the track more than once, will result in the driver being penalized to losing one place during the race.

- The Day Schedule shall be determined by the Race Director. This Schedule may vary from one event to another. The day's Schedule will be available in the pit area for all drivers to see.

After each session, each driver will be awarded points for his position. Only during Qualifying, just one driver will be allocated points. This is .the driver who achieves the fastest lap for each class. After each race, each driver will be allocated points for the position he finished in. The highest points will be given for the first driver to finish the race. If, after all the sessions, a tie is achieved the driver with the best lap time during qualifying, will be considered First place.

Points will be allocated as follows:

- Pole Position Points – 1 point will be awarded to the driver that wins the right to start the first racing session from pole position;
- Race points –
    - 1st place 13 points
    - 2nd place 10 points
    - 3rd place 8 points
    - 4th place 7 points
    - 5th place 6 points
    - 6th place 5 points
    - 7th place 4 points
    - 8th place 3 points
    - 9th place 2 points
    - 10th place 1 point
    - 11th onwards 0 points

A race with at least 2 drivers will be considered as valid. If less than 2 drivers are present, the full points (pole position and 3 race wins) will be allocated to the present driver. For a championship trophy to be awarded, a minimum of championship meetings have to take place.

For a Championship for a specific class to be commenced, at least 4 drivers must participate in the first two Championship Events of the season.

If a tie for the Championship winner results, the decision will be taken according to the following criteria:

1. The driver that won most races;
2. The most pole positions achieved;
3. The driver that achieved the most 2nd place;
4. Etc;

In 100cc water cooled class, whoever suffers engine damages during the official sessions, will be allowed to participate in the race using a 100cc air cooled engine. If the damage is done during practice, qualifying or race 1, the driver will start the next race or session from the last position. If the driver participates in race 1 using the air cooled engine (because the engine damage occurred either in practice or qualifying), he will start the second race according to the position he achieved in race 1.

The starting grid for race 2 will be determined by the finishing positions in race 1. The driver finishing 1st in race 1 will start race 2 in pole position, etc.

The transponder has to be attached behind the imaginary line drawn between the fuel tank and the drivers' seat.

If a race is cancelled due to weather conditions, no points will be allocated, since the race will be transferred to another date.

The Baby Kart Class season will consist of a series of 'friendly' events WITHOUT Competition. All participating drivers will be awarded a trophy no matter in which position one finishes the race. Our aim is to 'educate' these children, whilst racing safely!

Competitors can only participate in different classes using different chassis and engines. Points scored in the different classes will be relevant to the standings of the different classes.

There will be an entrance fee of €30.00 for Club Drivers Members, whilst for day entrants, the fee will be double that of a normal driver member, i.e. €60.00. This is only valid for the first 5 events of the Championship. The last 2 events of the Championship will be free of charge. This is only applicable for drivers who participate in all of the first 5 Championship events. The other drivers will pay a normal Entrance fee of €25.00 per event.

Registration Procedure will be as follows:

i) The Race organizers will send a sms to all the Club Members on the Monday preceding the Event. This will act as a reminder for the said Event. It is the Club Member's duty to update the Organising committee with any mobile number changes.

ii) Each driver will contact the Club's Treasurer and pay the Registration Fee and Tyres by not later than the Thursday preceding the Event. No Member will be allowed to pay either for the tyres or the event registration on the Event day. This is not

valid for Day Members, who will be allowed to purchase the Tyres and pay the Registration on the Day of the Event.

On the Event Day, each driver will inform who his "helper" will be. He can only appoint one helper and this person, will be the only person that will be allowed to accompany the driver in the Pare Fermé (weighing and tyre installation area). No other person will be allowed to accompany the driver in any area of the track. It is the driver's responsibility to ensure that these helpers behave in a responsible way. If any unrest results from the actions of a specific helper, the driver will be liable to a penalty. This penalty will be the deduction of points from his Championship points tally.

- First offence will entail a reduction of 2 points
- Second offence will entail a reduction of 4 points
- Third and subsequent offences will entail a maximum of 12 points per offence
- (The number of offences are registered on the driver's file and therefore will still count even though the driver may change helper from one event to the other)

It is the Race Director who will determine when a helper and thus his driver, will be awarded such penalties.

Except for the "Fun Class", Drivers will not be allowed to participate in the Events numbered 5, 6 & 7 of the Karting Club (Malta) Championship 2009/1 o, unless they have participated in at least 1 of the Events Numbered 1, 2, 3 & 4 of the Championship.

For KF Class, no driver is allowed to change from a KF2 to a KF1 Engine, during the same event. Changing from KF1 to Kf2 is permitted.

Administration of Rules, Protests, Penalties and Appeals

Administration of rules

The committee is empowered to decide on any question concerning interpretation of the rules. Any enquiry done by members or driver members upon rules that are not clearly identified, will be over ruled by the committee decision. The committee has the power to introduce new regulations during a championship at any time. ALL drivers will be notified of any changes to the regulations and the date to be applied to minimize the possibility of penalties.

When the organizing committee feels the need to call for a tribunal, it has to appoint a person who will be responsible for the said tribunal. He will appoint an investigative team if necessary and will preside on the tribunal meetings.

Technical Regulations

All karts must conform to all regulations to be eligible to participate in the events. Non-conformity to any of the rules will lead the driver to be barred from participating unless he modifies his kart in time to be accepted by the race director. Any modification done to the chassis which is not approved by the scrutinizer, or that alters the Safety Standard of the Kart in any way are NOT accepted.

Chassis

All chassis attachments must be fitted tightly to the chassis frame. Chassis frame must be clear of cracks and twisted tubular frame pipes. Chassis will be approved at the discretion of the scrutineers

- No part may protrude outside the quadrilateral formed by bumpers and outer face of the wheels.

Flooring

There must be a floor made of aluminium or strong Fibre-glass that stretches from the seat to the front of the kart. It must be edged or fitted about 1inch below the top of tubular pipe to prevent the driver's foot from sliding off the floor.

Suspensions

Any method of suspension is prohibited. One can only use standard attachments to vary suspension geometry.

Wheels

The wheels must have bearings and be equipped with pneumatic tyres, of the 5 inches diameter type. The attachment of wheels to the axles must incorporate safety locking devices such as split pins or self-locking nuts.

Tyres

Tyres are to be bought from the committee only.

- Mini Karts can use only Vega White sizes: front 10x4.00-5 rear 11x5.00-5;
- Restricted Class will make use of Duro Model V Medium (56 Hard Shore) size front 10x4.50-5 rear 11x7.10-5;
- All other Senior Classes will make use of Vega Model XH Size Front 10x4.60-5 rear 11x6.50-5;
- New tyres can be installed for each event, but only 1 set can be used for each event;

Brakes

Brakes must be effective and act on both rear wheels. When a hydraulic brake system is used, the master cylinder must be fitted in the factory position. Hydraulic pipes should be flexible. The braking system must include an extra leaver/cable between brake pedal and master cylinder. Front Brakes will be optional.

Steering

The steering system must be controlled by a steering wheel which must be completely closed and designed for kart usage. Flexible steering controls by cables or chain are prohibited. All parts of the steering must have a method of attachment offering maximum safety (split pins, self-locking nuts or burred bolts). No free-play will be allowed between steering wheel and wheels.

Seat

The seat must be rigidly located on the chassis and designed to securely locate the driver without movement relative to the chassis when cornering or braking.

Pedals

Whatever the operation of the pedals, they must not protrude forward of the chassis or bumper even when disconnected. The throttle/brake pedals must be equipped with a return spring and will provide a safe return action when releasing the pedals.

Exhaust

The exhaust systems must be made by the maker. It must be attached to the kart by heavy springs to the chassis bracket' of karts and attached to the exhaust manifold as by the makers' specifications. Additional pipe lengths between the exhaust manifold and exhaust pipe are accepted. Altering the inner part of the exhaust manifold is not accepted.

Fuel Eligibility

The Club will perform fuel tests during the events. The Fuel tester will be adjusted to -75 before the commencement of Fuel Tests. The maximum result acceptable, according to the club's regulations, is 0, any positive result (e.g. +1 or +2, etc.) will entail an immediate disqualification from the event. Disqualification resulting from fuel irregularities will not be open to protests or appeals.

Fuel Tank and Fuel Lines

The fuel tank must be firmly in position and in such a way that neither the fuel tank nor the fuel lines will present any danger of leaking during competition. It shall be in no way shaped to act as bodywork. The fuel lines must be made of flexible lines suitable to use with fuel and must pass over the top of the chassis frame from the tank to the carburettor. The tank must supply the engine with petrol only under normal air pressure, and the capacity must not exceed 10 litres.

Only Fuel bought from local petrol stations is acceptable. Due to the improvements in two stroke motor Oils, each participant must verify with the Technical Director when using a new brand or type of oil. The Technical Director will then perform a fuel test and decide whether the readings are or not within the clubs' parameters.

Bumpers

The kart must be installed with protection (bumpers) at the front and the rear which shall have a strength and construction appropriate to their function.

Body work

Side pods, nose cone and front spoilers must be fitted to the kart. These are to be solely made from plastic materials.

Engine

In all classes the engine displacement must not exceed the capacity of the given class, example 100cc air cooled class' maximum cc, must not exceed 100cc. The formula to calculate the cc is $\prod r^2 h$ where $\prod$ is equal to 3.142, r^2 is equal to the radius of cylinder squared and h is equal to the height of the piston stroke.

Only one engine can be installed on each kart and must be the only source for driving the kart. The engine must be of a two stroke engine sort and lubrication can only be mixed with the fuel to lubricate the engine moving parts. Oil injection is illegal. Forced induction in any form

is not permitted. The exhaust must have a fixed timing and be without any form of power valve (This is not valid for Rotax Class and KF Class).

Kid's Class

No Modification can be done on the carburettor, exhaust system and driver gear tooth. All other parts may be modified but not changed. Carburettor Choke Diameter Size must not be over than 18mm. All parts must be of original materials. If the engine makers design a new part, and this new part can be found in the new Engine packages, then this new part can be adopted on earlier models, provided that no alterations need to be done. Before performing any modifications, it is safer to contact the Technical Director for advice.

125cc

Restricted Cylinder block cylinder, cylinder head, crank-shaft, crank shaft casing, Ignition system, carburettor (Size not more than 24mm), clutch, radiator, driver gear tooth and exhaust system must be of original make materials and dimensions, both from inside and outside. All items must be fastened according to the makers' specifications, including water pumps that are originally designed to be powered by the engine. If the engine makers design a new part, and this new part can be found in the new Engine packages, then this new part can be adopted on earlier models, provided that no alterations need to be done. Before performing any modifications, it is safer to contact the Technical Director for advice.

100cc Water-cooled

No modification can be done to the carburettor (Size not more than 24mm) and driver gear tooth. All other parts may be modified but not changed. If the engine makers design a new part, and this new part can be found in the new Engine packages, then this new part can be adopted on earlier models, provided that no alterations need to be done. Before performing any modifications, it is safer to contact the Technical Director for advice. It is to be clearly stated that on checking of the internal parts of these engines, ONLY Engine Bore and Stroke will be measured.

125cc Racing

No Modification can be done to the carburettor (Size not more than 24mm), exhaust system (only exhaust manifold can be modified), ignition system and driver gear tooth. All other parts may be modified but not changed. If the engine makers design a new part, and this new part can be found in the new Engine packages, then this new part can be adopted on earlier models, provided that no alterations need to be done. Before performing any modifications, it is safer to contact the Technical Director for advice.

Rotax Class

This is to be determined once drivers show the interest of participating in this class.

KF Class

Carburettors

- KF1 Class 30mm
- KF2 Class 24mm

Clutches

Standard Clutch and Clutch Bell (FIA regulation)

Exhausts

Standard (Factory Issues), Flanges and Distance Pieces are accepted. These exhausts have to be Unmodified and of the same brand as the engine.

Centralina

Standard

Power Valve

Standard Power valve (only springs can be changed)

Engine

Engine will be ONLY checked by measuring the Engine Bore and Stroke Only.

Brakes

Front Brakes are optional

Gear

Gear Overflow Tanks are mandatory

Radiator

Radiator Overflow Tanks are mandatory

Spare engine

Only one spare engine will be allowed. KF1 can be replaced by either another KF1 Engine or a KF2 Engine, but KF2 engine cannot be replaced by a KF1 engine.

Revs

For KF1 Engines, revs are not to exceed 1,600 revs at any one point of the session/race.

Balancer Shafts

Balancer Shafts cannot be modified

All the Engines of all classes (except Fun Class) are liable to be checked internally by the Technical Team. It is the Race Director's responsibility to determine when and which Engines to be checked. No driver can refuse to have his engine checked. This driver will be informed that his Engine will be put under Internal Scrutineering and will proceed to dismantle the engine from his chassis in the presence of either a Race Marshal, the Race Director or any other person that is appointed by the Race Director. Each Driver is to have a good quality padlock available during each event. The said engine will be placed in one of the "Safe-boxes" that will be provided by the Organising Committee. This box is to be locked by means of the driver's padlock and sealed using one of the Club's unique Code seals. The "Safe-box" with the Engine held inside, will be kept by the Club and an appointment will be said for this engine to be Internally Scrutinized. For this Internal Scrutinizing Session, only the Driver, a mechanic appointed by himself, the Race Director and/or the Technical Director and a Committee Member will be allowed to attend. If a driver refuses to have his engine Internally Scrutinized he will automatically be struck off from the Championship Standings and will not be allowed to participate in the following Events of the Season.

Transmission

The transmission system must be of ONE ratio only and must be made of two sprockets and a chain. The driver sprocket's size cannot be altered from that of the maker, the rear can be altered to any size as long that it was designed for kart racing. The chain guard must be fitted to cover from the rear of the motor up to the horizontal centre of the rear sprocket at the rear of the driven sprocket. It can be made only from plastic material. An additional rear driven sprocket made of nylon, fibre glass, carbon fibre or any other plastic material, can be the only source to protect the driven sprocket from hitting the curbs while racing and testing.

Driving Wheels

The only source of driving wheels may be by both rear wheels. No lubrication systems may be attached to the frame to lubricate the chain while racing.

For each event, a driver can register up to a maximum of two engines. These have to be presented during scrutineering and marked in a way that the Race Director deems satisfactory.

Radiators

Radiators can only be filled with normal tap or distilled water. Coolant liquids or anti-freeze liquids are strictly forbidden due to the fact that it can cause a safety hazard in the event of spills or leakages.

Classes

Ten different classes will be held as Championships. This does not necessarily mean that all these Classes will be held. Championship eligibility rules apply.

- Baby Kart
- Mini Kart
- Junior Kart
- 100cc Air-cooled
- 100cc Water-Cooled
- 125cc Restricted
- 125cc Racing
- KF Class
- Rotax Class
- Fun Class

Class Weight

One must not be lighter in weight than the weight determined in each class but can have added weight to his discretion. When a driver is found weighing less than the below mentioned weights, he will be disqualified from that specific session.

- Baby Kart: No weight regulations;
- Mini Kart: 105Kg Piston Port Motors;
- Junior Kart: 145Kg;
- 100cc air-cooled: 155Kg. Reed valve & Rotary System;
- 100cc Water-cooled 160Kg;

- 125cc Restricted.160Kg Air-Cooled/Water-cooled;
- 125cc Racing 155Kg;
- KF Class
    - KF1 160Kg;
    - KF2 158Kg;
- Rotax Class 160Kg;
- Fun Class 155Kg;

Baby Kart

Baby kart drivers may participate until they reach the age of 10 years from the start of the season. No regulations regarding tyres and weight of kart are enforced although all other regulations regarding kart and engine are implied.

Mini Kart

Drivers may apply to this class as long he they are not more than 14 years of age from the beginning of first race of the season. Weight must not exceed 105Kg. Carburettor/exhaust systems must not be altered from the makers c. Rear shaft must not exceed 30mm diameter.

Committee Members' Regulations

On the day of an Event, each and every Committee Member will be considered as a normal competitor/participant/club member. Overall power of decision and management is transferred to the Race Director. Committee Members, when requested to give judgment on a particular case, either by the Race Director or through a protest, will be obliged to act in an impartial and professional manner.

Committee are hereby strictly forbidden to discuss any incident with the Race Director, Marshalls, other Committee Members or Club member, prior to the Committee meeting whose agenda is the discussion of such incident. This is strictly in the interest of Sportsmanship since no pressure will be made either on the Race Director or Marshalls.

If a Committee Member has a conflict of interest, he is to declare this immediately, so as to be excused from attending this meeting.

Furthermore, if a Committee Member is found in breach of this clause, he/she will be automatically dismissed from the Committee and the driver, on whose behalf the Committee Member was acting, will have 20 points deducted from his Championship Points Tally. Pressure and lobbying from Committee Members will be considered at the same level as corruption and the worst kind of unsportsmanlike conduct and will therefore be punished severely.

The above paragraphs are also applicable also to any club member or driver. Club members/drivers are hereby strictly forbidden to discuss any incident with the Race Director, Marshalls, other Committee Members or any Club member that may be involved in the accident, both actively and as a witness, prior to the Committee meeting who's agenda is the discussion of such incident. This is strictly in the interest of Sportsmanship since no pressure will be made either on the Race Director or Marshalls.

Furthermore, if a Club Member/Driver found in breach of this clause, he/she will have 20 points deducted from his Championship Points Tally and if they have acted on behalf of another Driver, this driver will have 20 points deducted from his Championship Points Tally. Pressure and lobbying from Committee Members will be considered at the same level as corruption and the worst kind of unsportsmanlike conduct and will therefore be punished severely.