



The following guidelines are applicable only to pre 1st January 1976 vehicles participating in the Sprints and Demonstration Runs organised by the Valletta Grand Prix Foundation (VGPF).

General Rules

1. Your car must have no infringements according to the VGPF Technical Code 2017
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.
5. All modifications must be proved by the competitor to have been used in period (before 1975).
6. Modified saloon cars must have a roll cage fitted with minimum 4 mounting points. Open top cars must have roll cage fitted with minimum 3 mounting points. As of 2016 minimum mounting points for saloons' roll cages will be 6 .
7. Cars with excessive oil leaks will not be allowed on the track.
8. All windows and quarter windows have to remain fully closed on track including those on convertible cars.
9. Any other modifications not listed above are not permitted.

Definitions

a. A Class – Standard

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

a. B Class – Period Modified

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

a. 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.

a. 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 and materials. Participants must provide proof that such modifications were used in period in official documented series events. Such modifications are subject to acceptance at the discretion of the organisers

a. E Class – Exception Vehicle

Out of period modifications to a historic vehicle with proven identity which have been made using parts or technology not available “in Period”. Such a vehicle must still have the original frame, chassis or platform and a body to a period specification for that model. Modifications may have been made recently. Such modifications do not impact the dating of the vehicle.

It is very important that the outward appearance of these vehicles remains faithful to the original model.

Cars competing in the E Class are guests of the event and hence not eligible for any of the overall prizes or awards. They will only compete with competitors in the same class.

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. In exceptional cases, at the discretion of 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 may be 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) The battery must be solidly mounted.
- k) Protection of battery terminals against the risk of short circuits is required.
- l) Cross-ply tyres may be replaced with radial tyres, but the two cannot be mixed.
- m) Remoulded tyres are forbidden.
- n) Tyres should be in very good condition with no visible external damage.
- o) All tyres must carry an E (eg EEC30 or EEC108) or DOT mark.
- p) Standard wheels may be replaced with period alloy wheels of not more than 1.5 inch wider than standard equipment. Original rim diameter cannot be altered and minimum allowable tyre profile is 60.

NO OTHER MODIFICATIONS ARE ALLOWED

The Period Modified Group (Group B) - General Rules Rules

Vehicle built or modified for racing, must comply with the specifications provided for the homologation form (if provided) or Regulation “in period”. Any eventual more different modifications may be considered acceptable, at the discretion of the VGP Technical Sub Committee, which may also grant exemption.

The Modified Group (Group D)- General Rules

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

Modified Groups - Rules

1. CHASSIS / FRAME

- a. The technical team may request viewing the chassis number of any participating vehicle.
- b. The chassis must follow the original design and dimensions, but may have local stiffening applied.

2. FRONT and REAR SUSPENSION

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

3. ENGINE

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

- a. These may be modified, provided that such modifications are “in Period”.
- b. (i) The standard engine may be replaced with an engine of a different capacity, so long as the engine is of the same make and was available in the same model range and “in Period.” (For example, in the case of an Alfa Romeo GT, a 1300 cc engine can be replaced with a 1750 cc engine or, for example, a Ford Escort 1100 cc can be replaced with a 2000 cc engine).
(ii) When point b (i) applies, all the other mechanicals (brakes/suspension/wheels) must conform with the new model and shall be “in Period” and in line with the regulations.
- 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.

4. IGNITION SYSTEM

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

5 CARBURETTORS / INJECTION

- a. Modifications to carburettors and inlet manifolds or replacement by a different type and / or brand are allowed, if original, optional or "in Period" was considered applicable.
- b. Vehicles with fuel injection can be converted to carburettors or vice versa, if of a type that "in Period" was considered applicable.
- c. Electronic fuel injection is not permissible.

6. FUEL SYSTEM

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

7. FINAL DRIVE

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

8. BRAKES

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

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

9. STEERING

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

10. WHEELS / TYRES

- a. Non-ex-works or non-original rims are allowed, provided that such were available as an option "in Period".
- b. Rim diameter maybe increased by a maximum of 1" from original standard size.
- c. Combined tyre and rim width must not protrude from bodyshell. Body modifications to accommodate such wider wheels must have been available in period.
- d. Minimum tyre profile allowable is 50.
- e. Cross-ply tyres may be replaced with radial tyres, but cannot be mixed.
- f. Re-mould tyres are forbidden.
- g. Tyres should be in very good condition with no visible external damage.

11. BODY

- 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. Modified saloon cars must have a roll cage fitted with minimum 6 mounting points. Open top cars must have roll

cage fitted with minimum 3 mounting points.

- c. Removing of bumpers is allowed. However, when bumpers are removed, all of the attachment parts and brackets must be removed as well.
- d. 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.
- e. Damaged or missing body panels are not allowed.

12. INTERIOR

- a. Other seats, such as bucket seats, are permitted, provided that colours and materials are as close to period as possible.
- b. Original tinted glass is allowed. Wherever Perspex is used this must be clear.
- c. Front windscreens must be original.
- d. Wherever Perspex is used this must be mounted using original factory rubber seals. Perspex is not allowed unless it was fitted as standard by the manufacturer.
- e. Interior parts, such as door panels and dashboards, must be in place.
- f. Shoulder harness setup is compulsory a minimum of 4 mounting points.
- g. A fire extinguisher of minimum 1Kg with a valid expiry date is to be securely mounted inside the car and easily accessible by the driver whilst still strapped. Loose carpets are to be removed.

13. INSTRUMENTS AND ACCESSORIES

Additional instruments/accessories are allowed, so long as “in Period”. No external instruments are allowed.

14. ELECTRICAL INSTALLATION

- a. The battery must be firmly mounted.
- b. Protection of battery terminals against the risk of short circuits is required.
- c. All vehicles must be equipped with a main switch which switches off all electrics and shuts down the engine even if revving at high rpm. This switch must be externally accessible and clearly marked.
- d. It is highly recommended that electric fuel pumps operate only with the engine running.

15. LIGHTING

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

16. ADVERTISING STICKERS, etc.

- a. Name of driver (letter height maximum 30mm) and a flag of country of origin are required.
- b. No promotional material is permissible on the glass surfaces of the vehicle, except for front windscreen sun strip, with a maximum height of 15cm, which, in any case, must not obstruct the visibility of the driver.
- c. Event start numbers will be placed on the front door panels.
- d. Event sponsorship promotional material will be placed at the discretion of the VGPEvent Organisers and is compulsory.
- e. The remaining panels may be used for promotional material, which, however, shall not cover more than 33% of any individual surface/panel area.

17. OTHER

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 of the VGP Technical Sub Committee.

18. DRIVERS CLOTHING / HELMETS

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

As from 2018 FIA approved helmets and HANS devices will be required for classes C, B, D and E

19. OTHER IMPORTANT MATTERS:

- 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.

IMPORTANT NOTES

Any other modifications not listed above are not permitted.

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

Participants who send a copy of the FIVA Identity Card of their vehicle with the returned application form will be given priority and will automatically enter the FIVA Trophy. A FIVA ID Card can be obtained from your national federation belonging to FIVA which for Malta is the FMVA.

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 breathalysers test.