Technical Guidelines 2026

1. General Rules

1.1 These Technical Guidelines (herein after referred to as the "Regulations") are applicable to the Malta Classic 2026 which shall be held in Malta between the 1st and 4th October 2026 (the "Event") and organised by the Valletta Grand Prix Foundation (hereinafter referred to as the "Organiser").

1.2 The participating car must have no infringements according to these Regulations and any such infringements discovered by the Organiser throughout the Event will result in the automatic disqualification of the car.

1.3 The Regulations and the Definitions incorporated herein are based on the originality of the car, including any factory options and / or provision for "in Period" accessories.

1.4 This Event is intended for pre-1985 cars only. Cars shall be dated according to the year of manufacture listed in the original logbook and vin. Post 1985 vehicles may be accepted at the discretion of the Organiser.

1.5 All modifications must be proven by the Competitor (being the owner or in the absence of the owner, the owner's representative, or the driver), to have been used in period prior to 1985.

1.6 All windows and quarter windows must remain fully closed on track including those on convertible cars.

1.7 Any modifications precluded by these Regulations shall not be permitted.

2. Definitions

- ***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 organizer's discretion.
- ***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.

- ***C Class – Reproductions and Replicas***
  Reproduction - 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 and clearly 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)
  Replica - A car conforming to the specifications and conditions of a Reproduction by having been built by the manufacturer of the original vehicle.
- ***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. Competitors must provide proof that such modifications were used in period in official documented series events or else present FIA homologation documents for that particular modification. Such modifications are subject to acceptance at the discretion of the Organiser except for those that were homologated by the FIA for that particular model.
- ***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. In any such circumstances, the outward appearance of these cars must remain 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. Such cars/competitors will only compete with competitors in the same class. E class entries could be further sub-divided into EA (standard) and ED (modified).

3. 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 7: 2501cc upwards

3.1 Cars with "in Period" forced induction will automatically incur a penalty of plus 40% on the original cubic capacity of the engine. (example: 1000cc will become 1400cc).

3.2 In exceptional cases and at the discretion of the Organiser, a car may be transferred from one class to another. Additional sub classes may be added if required (example A1-A2).

4. Class A Vehicles

4.1 The scope of the standard group is to have only vehicles featuring standard specifications competing in the Event, like with 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 (related brackets and attachments must also be removed)
c) Air cleaners may be removed or replaced
d) A non-programmable electronic ignition is allowed
e) Brake rubber hoses may be replaced with braided ones
f) Electric fuel pumps and cooling fans are allowed
g) Silencers may be removed (exhaust manifolds must remain standard).
h) A fire extinguisher of minimum 2 Kg with a valid expiry date is to be securely mounted inside the car and easily accessible by the driver whilst still strapped in seated position. The fire extinguisher must be secured to the mounting equipment with a quick release method (example Velcro straps) so that it does not come loose in an impact.
i) All vehicles must be equipped with a main switch that 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) Tyres should be in very good condition with no visible external damage
n) All tyres must carry an E (eg EEC30 or EEC108) or DOT mark.
o) Standard wheels may be replaced with period alloy wheels of not more than 1.5 inch wider than standard equipment. Wheel/Rim diameter may be increased by a maximum of 2” from original standard size, and minimum allowable tyre profile is 60.
p) If a roll cage is fitted, following the same rules by car type as note **6.12b** below, the allowance of removal of the rear seat is permitted if the roll cage inhibits the rear seat's installation.
q) Loose carpets are to be removed.
r) Catch Tanks of suitable material are to be fixed securely to the vehicle, related pipes need to be secured in place adequately.
s) Open wheelers require wheel balancing weights to be taped over to minimise fallouts.

NO OTHER MODIFICATIONS ARE ALLOWED

5. Other Classes

5.1 Cars built or modified for racing registering under this Class, must comply with the specifications provided for the homologation form (if provided) and/or in line with the below conditions. Any eventual further modifications may be considered acceptable, at the discretion of the Organiser, which may also grant exemption

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.
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) in order to grant the vehicle a “Class B” classification. In all other cases it will be assumed that modifications are recent, or not “in Period”, in which case the vehicle will be granted a Class D classification.
e) All changes or deviations from original must be supported by official historic documentation or FIA homologation papers to prove correctness.

6. General conditions (applicable to all vehicles)

a) The below conditions and standards are applicable to all cars/competitors, subject to the limitations imposed by the specific nature of the Class in which the Competitor will be competing (example: any clauses permitting modifications are not applicable to Class A competitors).

6.1 CHASSIS / FRAME
a) The Organiser shall request viewing of the chassis number of any participating car.
b) The chassis must follow the original design and dimensions but may have local stiffening applied.

6.2 FRONT and REAR SUSPENSION
a) Wheel track must be original or “in Period”.
b) Changes to the suspension configuration will not be allowed (example: spring type and location, location of wheels and axles), unless FIA homologation is supplied by owner .
c) Stabiliser (anti-roll bar) modifications are permitted, provided that they are “in Period”.
d) Adjustable shock absorbers are allowed, provided that they are of the same period type and specifications and as long as they use the same attachment points.
e) Front / Rear strut braces are permissible.

6.3 ENGINE
a) If a replacement engine is used, it must be “in Period” and according to brand and type.
b) Engines may be modified, provided that such modifications are “in Period”.
c) The standard engine may be replaced with an engine of a different capacity, as 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). Provided that all the other mechanicals (brakes/suspension/wheels) conform with the new model and are “in Period” and in line with the Regulations.
d) Oil coolers shall be allowed, regardless of brand or type. The location of oil coolers may be changed, as long as they are in period style.
e) Catch Tanks of suitable material are to be fixed securely to the vehicle, related pipes need to be secured in place adequately.

6.4 IGNITION SYSTEM
a) Electronic ignition is allowed.
b) Mapped/programmed Distributors are allowed.

6.5 CARBURETORS / INJECTION
a) Modifications to carburetors and inlet manifolds or replacements 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 carburetors or vice versa, if these are of a type that was considered applicable “in Period”.
c) Electronic fuel injection is not permissible.

6.6 FUEL SYSTEM
a) A proper safety fuel tank which must be mounted in a safe and sound way is permissible and advisable. Fuel type to be used during the duration of the event must be declared during scrutineering, non-conformity with declaration will lead to disqualification.

6.7 GEARBOX
a) Choice of gearbox is free.
b) Sequential gearboxes are not allowed.

6.8 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.
c) If final drive is changed, original mounting points and same configuration must be used.

6.9 BRAKES
a) The braking system and parts of the brake system components are only permitted “in Period” specification or when supported by FIA homologation documentation for that particular model.
b) Brake lights are compulsory.

6.10 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.

6.11 WHEELS / TYRES

a) Non-ex-works or non-original rims are allowed, provided that such were available as an option "in-Period".
b) Wheel/Rim diameter may be increased by a maximum of 2" 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.

6.12 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 and convertibles must have a roll cage (ROPS) fitted with a recommended 6 mounting points. Open top cars must have roll bar with at least 3 mounting points. **Details in section 6.18 below**.
c) Removing of bumpers is allowed. However, when bumpers are removed, all of the attachment parts and brackets must also be removed.
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.

6.13 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.
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, **see additional detail in section 6.18d below.**
g) A fire extinguisher of minimum 2Kg with a valid expiry date is to be securely mounted inside the car and easily accessible by the driver whilst still strapped in seated position. The fire extinguisher must be secured to the mounting equipment with a quick release method (example Velcro straps) so that it does not come loose in an impact.
h) Loose carpets are to be removed.

6.14 INSTRUMENTS AND ACCESSORIES
a) Additional instruments/accessories are allowed, so long as “in Period”. No external instruments are allowed.

6.15 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. Modified cars must have the main switch operation/control easily accessible by the driver whilst still strapped in seated position.
d) It is highly recommended that electric fuel pumps operate only with the engine running.

6.16 LIGHTING
a) Original headlamps, taillights and brake lights must be in place and fully operational.
b) All light lenses to be secured by adhesive tape.

6.17 DRIVERS CLOTHING / HELMETS
a) Helmets must have a minimum of Snell SA,EA,K,M or BS6658 or E.xx or DOT.xx or ECR 22-05 or FIA 8859-2015 or FIA 8860 classification.
b) Race Suit, race gloves , Hans device and balaclava are all compulsory in groups B,C,D and E. Race suits must meet the following requirements : FIA 8856-2000, FIA1986-Standard, or SFI 3.2A/5 and above though not necessarily in date. Race suits made from PROBAN materials have to be in date.

6.18 ROLL CAGES – ROPS (Roll Over Protection Systems)
a) Even when the present regulation does not mandate it, appropriate roll over protection is strongly recommended for all historic cars that compete in historic motor sport. A Roll Over Protection Structure (ROPS) is a multi-tubular fabricated structure with connections and suitably rigid fixation points capable of supporting loads from the roll over protection structure. It is designed to offer adequate protection to the crew and to prevent serious deformation in the case of a collision or a car turning over.
b) Saloon and Convertible cars must have a roll cage (ROPS) fitted with a recommended 6 mounting points, a 4 mounting points minimum is accepted if safety approval is documented. The **diagrams (1a and 1b)** below show the recommended requirements. The ROPS diagonal cross member must be with its high end on the driver side as per **diagram (1b)** accordingly to LHD or RHD. Additional optional members that maybe fitted to the roll cage are shown in **diagram (2).** Modified cars with altered door structures (even just changed external skins) require door bars compulsory integrated within the roll cage (ROPS) structure as shown in **diagram (2).**

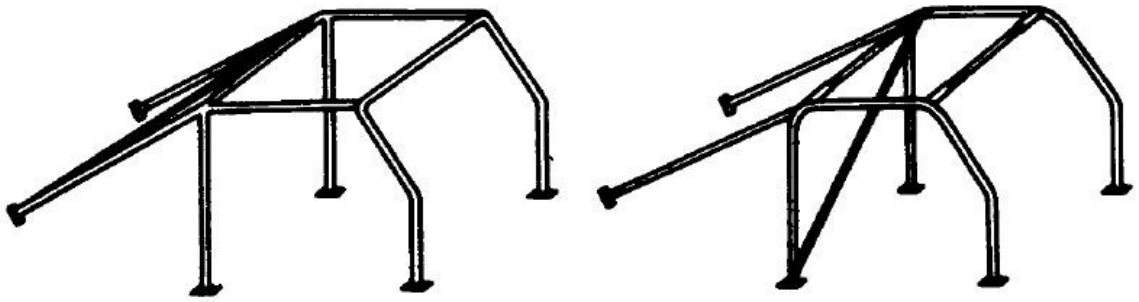

Diagram 1 **a** **b**

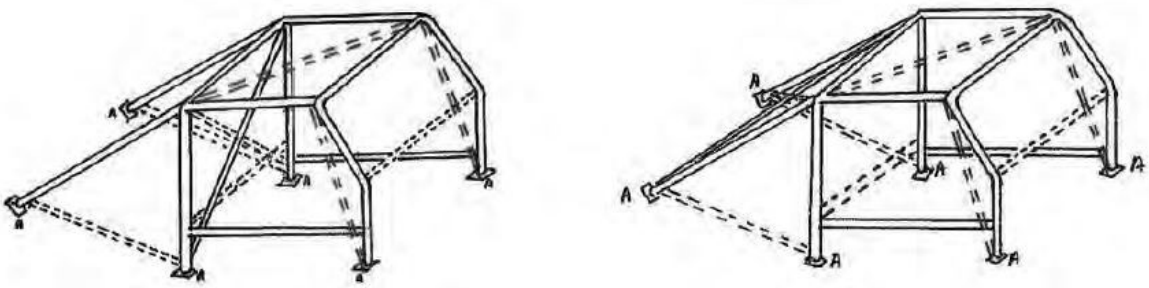

Diagram 2 **A – Mounting Points.**

c) Open top cars must have Roll Bar (ROPS) with at least 3 mounting points. The Roll Bar height must be calculated so that the driver's helmet has 5cm clearance from the projected line (dotted) between the Roll Bar top section and the substantial structural forward member, acting as front Roll Bar, marked as (A) in **diagram 3** below. An open top car may have a windshield or wind deflector which topmost part is lower than the projected line in **diagram 3** below. Additional details for roll bar ROPS can be found in **diagram 4** below.

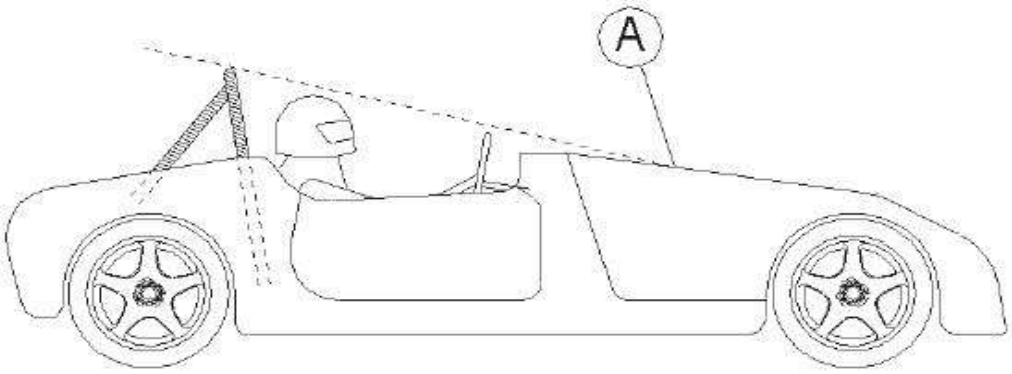

Diagram 3

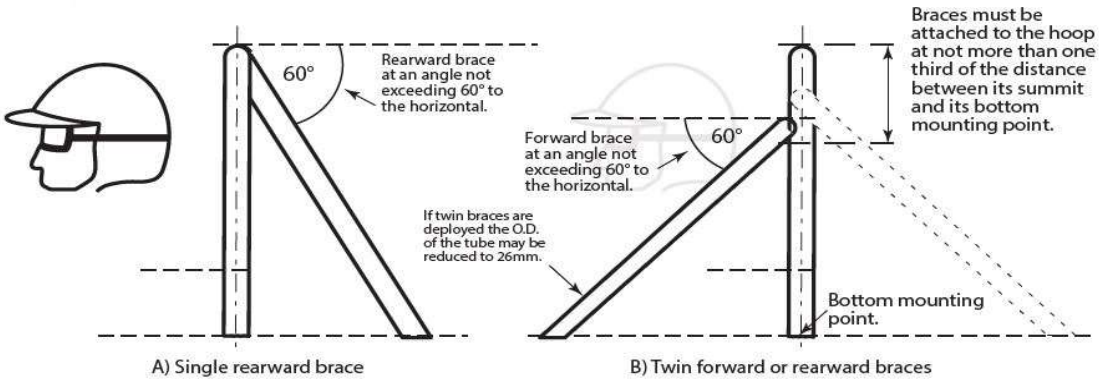

Diagram 4

d) Detail of safety belt / harness acceptable configuration shown below in **diagram 5** (FHR-Frontal Head Restraint - HANS)

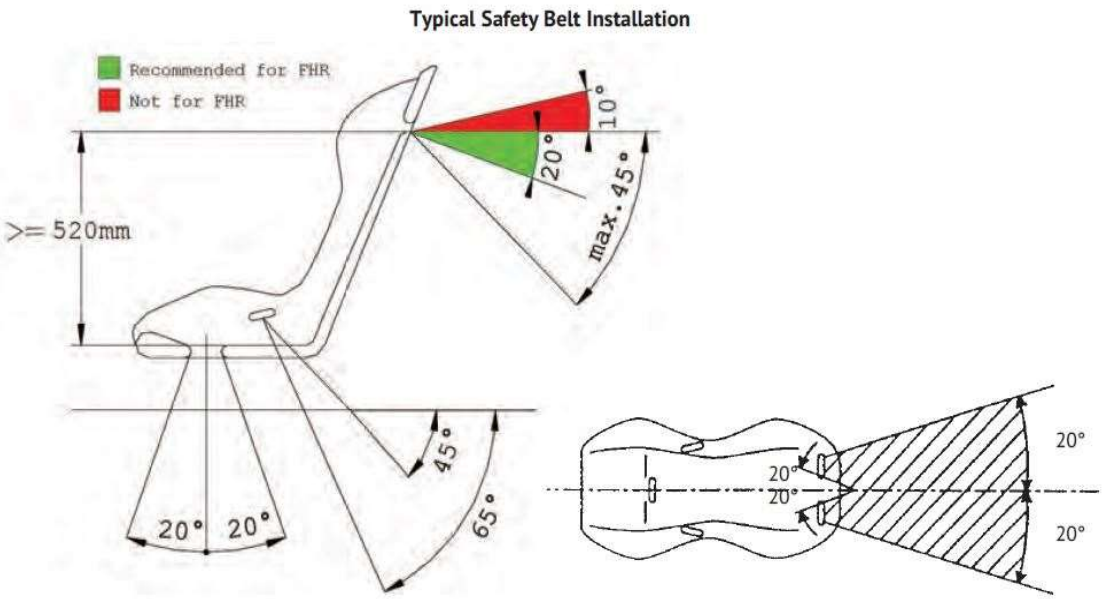

Diagram 5

e) Additional guidelines can be found in FIA's Appendix K sub appendixes V and VI to the International Sporting Code, clarifications must be made with the Organiser if any queries arise.

6.19 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. (Any other numbers on the vehicle must be removed or clearly crossed off)
d) Event sponsorship promotional material shall be placed at the discretion of the Organizer 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

6.20 OTHER

Where a class comprises a minimum of five cars/competitors, 1st, 2nd and 3rd placed vehicles will be awarded prizes. With four participating entries, 1st and 2nd place prizes will be awarded. With three or two entries only 1st place prize will be awarded. If there are less than two entries in a particular class the Organizers reserve the right to move the competitor to another class, at their discretion.

6.21 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. It is the sole responsibility of the applicant / competitor to ensure the veracity and correctness of the information provided and to have in possession the supporting documentation to prove such veracity and correctness of information.
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 or
(ii) Disqualify the competitor, who will, in such event, forfeit the full Entry Fee. The decision taken by the Organizer shall be final.

6.22 IMPORTANT NOTES

a) Any other modifications not listed in these Regulations shall not be permitted.
b) Any inspection of a car is not a guarantee of the safety or class legality of the car.
c) All cars/competitors shall be covered by an adequate insurance policy.
d) Drivers are hereby expressly being prohibited from consuming any alcohol or drugs before and during the event. Without prejudice to any damages which may be incurred by the Organizer, other participants or the general public, any such resultant abuse detected by or which comes to the knowledge of the Organizer, will result in the immediate disqualification of the driver from the Event.
e) The Organizers reserve the right to ask any driver for a breathalyzer or other detection test as required.

6.23 The OVERALL WINNER shall be decided upon corrected time, using a formula that takes into account the best lap time, engine capacity, number of engine cylinders and age of the participating vehicle (year of manufacture). The aim is to have a more level playing field for all participants. To this effect, the overall winner of the event may not necessarily be the fastest car during the event. The participant with the lowest corrected time will be declared as the overall winner. The following formula will be used for the 2026 event:

Corrected Time = LAP TIME + ENGINE CC X 1.25 + NO. OF CYLINDERS X 0.75 + DATE OF MANUFACTURE (last 2 digits) X 1.25

Example: Best Lap = 95.391
Engine capacity = 1.4
Cylinders = 4
YOM = 1968

Corrected Time = 95.391 + (1.4x1.25) 1.75 + (4x0.75) 3 + (68x1.25) 85 = 185.141

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22-07-2026

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