



CAR & MOTORCYCLE SPORT ASSOCIATION

**REGULATIONS
AUTOCROSS STANDARD CLASS**

**OCTOBER
2016**

www.asmk.org.mt

Standard Class - Autocross Cars Oct. 2016.

ASMK - TECHNICAL REGULATIONS – AUTOCROSS CLASS Standard Class (Standard 1400cc Engines and Transmissions - Carburettor or EFI)

Economy Standard Production Cars – Restricted Class.

Cars with standard production unmodified engine and Transmission in original position. Vehicle may be:- FWD / RWD; Saloon and Hatchback up to a max. of 1400cc.

Section 1 (General Class Rules and Fuel Systems)

- 1.1.1 Age of driver:- Any driver Over 16 years and having a valid ASMK paid Membership.
- 1.2 Cars:- The car must be a FWD or RWD Saloon, Hatchback, Van or Pickup and up to a maximum of 1400cc.
- 1.3.1 Engine and Transmission must be the type originally fitted to the car in that model and must remain in its original position.
- 1.3.2 If the engine from any two (2) different cars have everything the same, then they can share the same engine.
- 1.4 Engines with 2 valves or 3 Valves /cylinder in Standard Form only can be used. Details follow below.
- 1.5.1 All Original Ignition, carburettor and Fuel Injection systems can be used and these must remain in Standard layout.
- 1.5.2 Rev Limiter/s of any kind cannot be used.
- 1.6.1 Fuel – Carburettor system:-
 - a) Original carburettor or any carburettor that fits directly without any modifications to the carburettor flange and NO modifications to the Inlet manifold.
 - b) Gasket between carburettor and Inlet Manifold flanges must not be more than 10mm thick.
 - c) Flanges (other than that by the maker's) are NOT allowed between carburettor and Inlet manifold.
 - d) Throttle diameters of the carburettor must not be larger than 32mm each.
 - e) There must be a maximum of two (2) throttles only on any one engine.
- 1.6.2 Fuel - Standard Fuel Injection System and its components with a Factory sealed original ECU can be used if EFI is a Standard Fitting by the vehicle manufacturer. No aftermarket components are allowed to be used.
- 1.7.1 Carburettor Throttle Diameter/s must not be larger than 32mm each. This applies to all engines running on carburettors.
- 1.8.1 Fuel Injection is permitted Only in original layout with Standard Throttle Body Diameter, Injectors and Standard ECU but only to cars which are fitted as standard with Fuel injection system.
- 1.8.2 ECU must be factory sealed at all times.
- 1.8.3 All fuel Injected engines must use a 'Standard Size Throttle Body Diameter which is equal in diameter for a 1400cc engine. No Restrictor' need to be fitted after the Throttle Body and in the Direction of the Air-Flow only.
- 1.9 There can be a maximum of Only two chokes and two Throttle Discs on the carburettor **even if** the car is fitted as standard with more than two chokes.
- 1.10 Fuel injection is Permitted if it is Standard fitting by the vehicle manufacturer on the particular vehicle model. Only Original sealed ECU and Fuel Injectors must be used at all times.
- 1.11 All EFI systems must use the only one Throttle Body and of throttle diameter equal in size to that which is fitted as original for a 1400cc engine by the manufacturer.

- 1.12.1 All the fuel-air mixture (carburettor type) must pass only through a maximum of two throttle discs and each disc must not be larger than 32mm. (See 1.6.1d & 1.7.1)
- 1.12.2 Carburettors having a 'Single Choke' and one Throttle of a maximum Diameter of 34mm can be used. .
- 1.12.3 All Twin-Choke carburettors must not use throttles larger than 32mm diameter each unless the original has greater diameter throttle discs. All Throttle discs and their shaft cannot be modified. They must remain as per the makers specifications.
- 1.13 In EFI systems all air must passing through the throttle body only. The Throttle body cannot be modified in any way and must remain the same diameter as per the manufacturer diameter and internal material finishing.
- 1.14 Air cleaner boxes and its elements are free.
- 1.15 Original Unmodified Inlet manifold and Exhaust manifolds only applicable to the particular Autocross vehicle and engine model can be used. The rest of the Exhaust system is free.
- 1.16 ECU must be sealed by ASMK and fitted in a place where it can be easily inspected and/or replaced with an ASMK unit if required/instructed.
- 1.17 Forced induction of any type is not permitted. Nitro injection is not allowed.
- 1.18 The Throttle must be equipped with a positive method of throttle closing by means of an additional external spring.
- 1.19 Vehicles fitted with electronic throttle control as standard original equipment by the manufacturer for that vehicle are exempt from this requirement.
- 1.20 An Ignition Cut-Off Switch must be fitted and operated by the driver in the normal driving position with seat belt on. This must cut-off the Ignition and Injection.

Safety (2)

2.1 Safety Rules: For the driver and built-in vehicle safety are as per the Modified Class 5 and others in this document.

Body (3):-

- 3.1 Definition of standard: A mass-produced vehicle which has been available for general sale through the manufacturer or importer's entire dealer network. Any special vehicle or part of a vehicle which may be considered as a "homologation / special" is excluded.
- 3.2.1 All Glass, lights and chrome trim inside and outside the vehicle is to be removed.
- 3.2.1 No body kits, no space framing, fibreglass, alloy panels or alterations to make the car lighter will not be permitted.
- 3.2.2 Any body parts which need replacement are to be replaced by the same manufacturer's material and gauge thickness.
- 3.3.1 Hatchback door, boot-lid or tailgate must stay in place and be in standard production material.
- 3.3.2 The only body parts that can be lightened by removal of the inner skin/reinforcement frame are:-
 - a) Engine Front Bonnet, Rear Boot cover / Tailgate, Driver and Passenger Doors.
- 3.4 The silhouette of the vehicle must not be altered. Additional Scoops, vents, bonnet bulges, spoilers or others are not allowed. (sharp edges are to be removed or covered)
- 3.5 Cutting of wheel arches is not allowed unless approved in writing by ASMK on that particular vehicle model. Sharp edges inside and outside on the body are not allowed.
- 3.6 Plastic and fibreglass Bumpers (front & Rear) must not be removed or reinforced.
- 3.7 Reinforcing the front apron / front panel and bumpers in any way is not permitted.

- 3.8 Any original under-tray used must be provided with drainage holes to prevent accumulation of fuel and lubricants.
- 3.9 The upper part of the windscreen aperture must be protected by a sheet metal strip of not less than 15cm high. All sharp edges must be protected and covered by beading.
- 3.10 Where advertising is used on the competition cars this must be approved by and not be in competition with the ASMK Main sponsors.
- 3.11.1 The driver (and passenger) compartment must be isolated / sealed from the engine.
- 3.11.2 Ventilated batteries in the driver's compartment must be covered all over the height of the battery by means of a plastic container.
- 3.11.3 Fuel and hot water pipes within the passenger compartment must be protected with heat proof covering to prevent there being a hazard.
- 3.11.4 Water header/expansion tank is to covered to protect against hot water spill.
- 3.11.5 Exhaust pipe/s are not allowed within the passenger compartment.
- 3.12 A roll cage (6 points) must be fitted. (The cage posts must be in-line with the A and B posts. Sloping bars from the B posts must be added to the rear wheel arches or rear floor / seat corners plus one diagonal pipe starting from over the driver's head.
- 3.13.1 Doors:- Cars (saloon body) must have a means of access on the passenger side by lowering the door panel to be sufficient to remove the driver without interference.
- 3.13.2 Excessive lowering of the passenger door is not allowed.
- 3.13.3 The Driver's door must be bolted or welded to the A & B post. All door handles must be removed.
- 3.13.4 No sharp edges are allowed on the inside of the driver's door.
- 3.14 Mirrors:- One 'rear view mirror' MUST be fitted inside the vehicle and be of a minimum surface area of 75 sq cm securely (6" x 2") and mounted to give a clear rear view to the driver when seated. The edges of the mirror must be protected by a suitable cover to help prevent injury in event of an accident. The mirror stand must be breakable.

Brakes (4)

- 4.1 Brakes must operate on all 4 wheels. No copper pipes are allowed anywhere on the brake system. Flexible hoses are to be protected against stones and heat. This does not apply to braided brake pipes.
- 4.2 The mechanical brake system must be available and efficient for braking on at least two wheels to be used on the Start Line, in the paddocks and in case of brake failure.
- 4.3 All Vehicles must have good brakes on all wheels that does not impair the braking efficiency by the driver and without impairing the driver's control.
- 4.4 The braking system must be the original and in very good condition. It must be possible under all running conditions for the Driver to lock the front wheels through the foot operated braking system
- 4.5 Brake balance manual adjusters are not permitted. (factory brake limiters only in Standard form are allowed).
- 4.6 Braking system to be standard with regards to system setup (Front/rear or diagonal split) system.

Cooling System. (5)

- 5.1.1 The standard production water pump must be retained and operational in the normal way. No other pump to assist coolant circulation is allowed.
- 5.1.2 Its rotational speed ratio may be changed.
- 5.2 All water pipes passing through the driver's compartment must be shielded with heat resisting material.
- 5.3.1 The radiator location and associated pipes are free.
- 5.3.2 If the radiator is fitted in the back-seat area, a deflector made from water resistant material must

be fitted to prevent the spill of hot water reach the driver when seated. See also (5.4.1); (5.4.2); (5.4.3) below.

- 5.4.1 The radiator must be protected from debris by the use of a fine wire mesh screen in front of the radiator matrix. (6 x 6 mm squared wire mesh is recommended).
- 5.4.2 An Expansion tank must be used and its pressure cap must be covered by a protective cover.
- 5.4.3 The Radiator and/or Expansion Tank Overflow pipe should be secured by clips and directed to the ground underneath the floor panel.
- 5.5 The cabin car heater / ventilator system may be disconnected and removed from the vehicle.
- 5.6 All non-original air scoops and ducts (if permitted by ASMK) must be free from sharp edges.

Dashboard (6)

- 6.1.1 The original dashboard (metal Structure) can remain in its original position and can be removed. It can be modified to allow the fitting of the Rollcage 'A' bars only.
- 6.2 Additional instruments, switches and warning lights may be added but no sharp edges are allowed. Flush type switches are recommended.

Differential (7)

- 7.1 The Final Drive (Crown and Pinion) applicable to the vehicles up to 1400cc cars (Standard production only on vehicles with 2 and 3 Valves / cylinder engines) must be used.
- 7.2 The differential (Suns and Planet Gears) can be locked but any type of Limited Slip differential, Torque Bias and/or sensing differentials and Traction Control systems are prohibited.
- 7.3 (FWD or RWD) systems only are permitted. (No 4WD systems are allowed).
- 7.4 Cars will be subjected to spot checks during and after races for the presence of LSD mentioned in 7.2 above.

Electrical Systems (8)

- 8.1 Vehicles should be equipped with an ignition cut-off switch (not steering lock/ignition key), and having a clearly marked ON–OFF position. This must also be operated by the Driver when normally seated with seat belt secured. It must also isolate electric fuel pump/s.
- 8.2 Steering Lock Ignition is to be removed from vehicle
- 8.3 All unnecessary wiring, glass and lamps are to be removed.
- 8.4 TWO (2) Red Lights (21 Watts each) operated by the brake pedal to be used and operational. One must be fitted within the rear windscreen aperture and the 2nd one must be fitted on the roof and about 45cm forward from the Top of the rear windscreen.
- 8.5 An Amber light (5 Watts) to be operated by a switch when asked to switch it On by the ASMK officer in charge. This must be fitted within the rear windscreen aperture.

Engine General (9 - E1)

Fuel injected engines: SEE SECTION 1

- 9.1 Original injection system for the engine must be used including original management/control equipment such as:- ECU, Fuel injector/s. Throttle Body diameter and Inlet manifold.
- 9.2 ECU is to be mounted in an easily accessible position to allow for checking, sealing & replacing.
- 9.3 ECU may be subject to random checks and temporarily replaced by the club or use of an alternative ECU if required by ASMK.
- 9.4 The ECU is to be identified to one particular car by its numbered label, serial number and/or

marking/seal number on them, by ASMK.

- 9.5 The Original ECU Label must be present and readable at all times.
- 9.6 Air filter element & its housing are free.
- 9.7 Original carburettor or any Carburettor that fits directly without any modifications to the standard Manifold and to the carburettor itself and without the need for a flange (adapter) between the carburettor and the manifold can be used.
- 9.8 The carburettor throttle diameter/s must be as per Section 1.6. The throttle disc and throttle shaft/s must not be modified in any way except to bring their diameter to 32mm each. Air and fuel jets can be modified. (See 1.6.1 above).
- 9.9 The engine block must not be re-bored but it must be a Standard production block for that model of the car.
- 9.10 The original inlet and exhaust manifolds must be used in un-modified form.
- 9.11 The only machining allowed on engines is for STANDARD overhaul and reconditioning - Crankshaft grinding is allowed to 'engine manufacturer's sizes' only.
- 9.12 No Engine Block lightening is allowed. Boring the cylinders is NOT permitted but you are allowed to re-sleeve the cylinder blocks to original diameters if required.
- 9.13 Decking of blocks is prohibited. Slight/simple refacing of the block face is allowed.
- 9.14 All engines must be drilled and be ready to be sealed before racing. Provision has to be made accordingly for sealing by the owner / driver. Seal Locations as per the Inspection Officer.
- 9.15 Manifolds:- Inlet and exhaust manifolds must be Standard for the engine used. No modifications to manifolds are allowed. Four branch tubular manifolds are not allowed unless they are originally fitted by the engine manufacturer.
- 9.15.1 Exhaust system beyond the manifold is free. Exhaust must be external to the car shell and conform with the Noise Test as stipulated by ASMK.

Engine Camshaft. (10 - E2)

- 10.1 The camshaft/s must be the original part made by the vehicle manufacturer for engines up to 1400cc Std. production engines and made for the same standard production vehicle model up to 1400cc.
- 10.2 The camshaft must remain entirely unmodified. No special camshafts by the same vehicle manufacturer or others are allowed. If in doubt please ask ASMK officer in charge of rules and regulations.
- 10.3 Camshaft regrinding, polishing the shaft, adding or removing of metal in any part is not allowed.
- 10.4.1 The use of dowel pins and/or a woodruff key on the camshaft drive only is NOT allowed unless they are Standard fitting by the engine manufacturer..
- 10.4.2 After-market Vernier pulley/cam-wheel/s is not allowed.
- 10.5 The Camshaft cannot be modified in any way. All original numbers and other printed, etched, embossed, under-print or any other markings must remain unmodified.
- 10.6 Only the production surface finish of the lobes and/or camshaft gears is permitted. Other treatments are prohibited. (See 10.5 above).
- 10.7 The Camshaft Drive must be composed of the same engine manufacturer's components. No

after-market components are allowed.

10.8 Sprockets may be keyed or dowelled to the camshaft.

10.9.1 Camshaft and valve operation components must be of engine manufacturer's parts.

10.9.2 Roller rockers cannot be used to replace the sliding rockers.

10.9.3 Solid lifters cannot be used to replace the hydraulic lifters.

10.10 The angular setting of the camshafts is free but the maker's camshaft and drive system must be retained.

10.11 Use of the Standard Camshaft, valve train/mechanism, rockers, arms/tappets/lifters only is allowed but Timing Chains and/or Toothed Belt brands are free.

Engine Connecting Rods. (11 – E3)

11.1 The original engine manufacturer's connecting rods on the particular engine only must be used and must be in original unmodified standard form.

11.2 No metal removal is allowed except for balancing from the original maker's points only.

11.3 Polishing, metal removal except for balancing or otherwise is not allowed. No any other form of treatment is allowed on the connecting rods.

11.4 All original numbers and other printed, etched, embossed, under-print or any other markings of identification of the connecting rods must remain unmodified. If not, they cannot be used.

11.5 The connecting rod bolts/nuts may be replaced with higher grade to add safety.

11.6 Connecting rod bearings must be as the manufacturer's sizes for reconditioning only.

Engine Crank. (12 – E4)

12.1 The original manufacturer's crankshaft on engines up to 1300cc must be used.

12.2 The Crankshaft, connecting rods and pistons must be of the manufacturer's specifications and surface finish as used for general reconditioning. Special components are not allowed..

12.3 The crankshaft must stay in the original state and no markings, lettering, numbers or other may be removed. Failure to comply with this will render breach of rules and thus, elimination.

12.4 The crank journals can be reground for reconditioning only up to an under-size of 1.00mm (-0.040"). Other sizes over the 1.00mm limit and Competition and Racing bearings are not allowed.

12.2.1 Crank balancing is allowed and metal removal for balancing is by drilling the webs as per the manufacturer only.

Engine Cylinder Block. (13 – E5)

13.1 The cylinder block must be the original one fitted on the vehicle model and up to 1400cc. It cannot be bored out but it can be sleeved. The engine must remain the Standard Block for the model of the car. This will be inspected by ASMK Officers. Failure to comply will result in 'Failed Test' and cannot be allowed to race. Engine serial numbers and others cannot be removed. If removed or modified, this will result in 'Failed Test'

13.2 The cylinder block face can only be machined for reconditioning purposes only. No over-machining in any part is allowed except for very Slight block face re-surface.

13.3 The Engine / model numbers, letters and other markings must remain and unmodified. (This is for identification only and not for any legal action). If these are modified, the part is illegal to use in ASMK racing.

13.4 The cylinders may be rebored or replaced to the makers original sizes only.

Engine Flywheel and Clutch (14 – E6)

- 14.1 The flywheel assembly must be a standard engine component only. No modifications are allowed except those reconditioning processes written below.
- 14.2 The flywheel retaining bolts may be up-graded and a single dowel may be used.
- 14.3 The flywheel clutch mating face may be resurfaced by machining the clutch face only. No other flywheel machining is allowed.
- 14.4 To achieve flywheel balance if required, material may be removed from the flywheel rim by drilling only from the area close to the flywheel ring as per the engine manufacturer only.
- 14.5 Flywheel starter ring may be secured, welded / fixed to the flywheel.
- 14.6 It is permitted to use a similar pattern replacement clutch kit (i.e. a conventional single diaphragm spring clutch). The driven plate must be with metal or rubber damper springs as the one it replaces. A solid type driven disc is allowed if this is a same replacement to the original driven disc.
- 14.7 Organic friction material only is permitted on the clutch disc.
- 14.8 Racing and competition clutches/pressure plate are prohibited.
- 14.9 It is permitted to replace an inertia to a pre-engaged starter motor ring gear.
- 14.10 ASMK reserves all rights to check the Flywheel minimum weight [excluding all flywheel and crankshaft mounting bolts, pressure plate and driven disc).
- 14.11 Clutch Cover and driven disc cannot be lightened.

Engine Cylinder head (15 – E7)

- 15.1 The original Unmodified Cylinder Head from same engines up to 1400cc with 2 valves or 3 Valves/cylinder on that vehicle model can be used. All original numbers on the cylinder head and other printed, etched, embossed, under-print or any other markings must remain unmodified.
- 15.2 Metal removal from the ports and valves is not permitted.
- 15.3 The cylinder head face may be machined for reconditioning up to a maximum of 1.00mm from the Original Head Thickness as per the Manufacturer's specifications.
- 15.4 Three (3) Angle Valve Seats can be used if already made by the manufacturer but only Standard valve head diameter can be used.
- 15.5 Cylinder Head markings, emblem, numbers or otherwise cannot be removed or modified in any way.
- 15.6 Manufacturer's and reconditioning Cylinder head gaskets only can be used. No special gaskets, Wills Rings and/or similar items to be used unless they are originally fitted by the engine Manufacturer on this particular engine model in Standard form.
- 15.6 Valve guides and valve seats may be replaced by the same material as used by the engine manufacturer only.

Engine Pistons (16 – E8)

- 16.1 Only original make and replacement pistons for standard engine and reconditioning only can be used. Pistons from other brands may be used if approved in writing by ASMK.
- 16.2 Limited production pistons are not allowed.
- 16.3.1 Pistons from other brands or engine manufacturers cannot be used if machining the bores to over the size allowed by ASMK and/or the connecting rods is required. If in doubt please ask the ASMK

- 16.3.2 Original engine oversize pistons made by the engine manufacturer only for reconditioning can be used but the total engine capacity cannot exceed 1300cc.

Engine Valves (17 – E9)

- 17.1 Standard (original) valves only by the engine manufacturer made for engines up to 1400cc on that vehicle engine model only can be used.
- 17.2 Original valve diameters (head, stem diameters and valve length) to a Tolerance of +0.30mm and -1.00mm only can be used.
- 17.3 Valve Springs are free but single Valve springs cannot be replaced with double springs.
- 17.4 Valve heads to remain in standard size and shape as produced by the engine manufacturer only. No modifications are allowed to the valve head shape.
- 17.5 No metal is allowed to be removed from the Intake/Exhaust valves and ports except the removal of metal from the valve face and seat for normal reconditioning only.
- 17.6 Three (3) angle Valve seats only are allowed, if already made by the manufacturer.

Fuel Systems (18)

- 18.1 In EFI systems and where electric pumps are used the vehicle should be equipped with an effective switch to stop the fuel supply and be operated by the Driver when seated normally with seat belt secured. This should be clearly marked (by yellow paint) for the Marshal's attention.
- 18.2 Petrol tank. This must be of small capacity (max. 20 litres). The original tank may be used if fitted underneath the floor pan if it contains the electric fuel injection pump. Fuel overflow and breather pipes position and material are to be as per the manufacturer.
- 18.3.1 Fuel injection is allowed if it is standard on the vehicle engine used. Non standard equipment cannot be added to the system.
- 18.3.2 Fuel Injected engines need not use any Restrictor.
- 18.4 Fuel injected engines: Original injection system for the engine must be used including management/control equipment. (See Section 1).
- 18.5.1 ECU is to be Sealed and mounted in an easily accessible position to allow for checking, sealing & replacing by ASMK if required.
- 18.6 ECU may be subject to random checks and temporarily replaced by the club or an alternative ECU if required by the ASMK scrutineer.
- 18.7 The ECU is to be identified to the car (by its marking/s and possibly, markings of ASMK).
- 18.8 Air filter & its housing are free. Silencer box is free.
- 18.9 Fuel pipes and connectors must be made of materials to resist the pressures in the system and as per the manufacturer's specifications.
- 18.10 Normal Pump Fuel must be used at all times. Only Fuel additives approved by ASMK can be used.

Gearbox. (19)

- 19.1 Standard unmodified gearbox applicable to the vehicle in use in ASMK races and up to 1400cc cars only must be used. Manual, Automatic and Variable Transmissions may be used.
- 19.2 The manufacturer's original gearbox unit with all internals as originally supplied for that car model up to 1400cc are allowed by ASMK. These must remain in their original positions.
- 19.3 Minor modifications to engine/gearbox mountings only are allowed to facilitate engine location. These modifications are limited to reinforcing the original engine mountings only.
- 19.3.1 Engine/gearbox must have original type mountings. Solid mountings are not allowed.

- 19.4.1 Drive train or body parts sold or intended for normal road use (imitation body parts) only must be used.
- 19.4.2 Competition gears of any type and of different ratios are not allowed with the exception of the gear lever mechanism.
- 19.5 All cars must be running on 'Original Standard Unmodified Gearbox and Final Drive' units in All ASMK races.

Ignition System (20)

- 20.1.1 The original Ignition system must be used but a points distributor system only can be replaced by the vehicle engine manufacturer's electronic system.
- 20.1.2 No aftermarket Ignition Systems of any brand or make may be used.
- 20.2 The 'Points Distributor' can be replaced with a 'contactless distributor' from a similar make Vehicle engine model.
- 20.3 After-market Electronic Ignition systems of any kind and make cannot be used.
- 20.4 No Rev Limiters are allowed.

Lubrication System (21)

- 21.1 Dry sump and oil coolers may be used only if they are standard equipment by the engine manufacturer on the standard model vehicles.
- 21.2 Only engine bearings made specifically by the engine manufacturer for the road version engine may be used. For use of other replacement bearings consult the ASMK scrutineer.
- 21.3 Non-production oil baffle (windage tray) may be fitted, modified, removed, or replaced by another
- 21.4 The standard engine oil pressure pump may be modified but it must retain the original maker's oil pump drive and location.
- 21.5 The original oil sump must be retained. This can be modified to eliminate oil surge.
- 21.6 Crankcase ventilation should as per manufacturer or be directed into an 'oil catch tank'.
- 21.7 No oil pipes/lines containing lubricating oil may pass through the cockpit. All lubricating oil lines, which carry oil at a working pressure of 1 bar or more, must have threaded connectors. All pipes passing through the bulkhead/firewall must pass through suitable grommets.
- 21.8 Oil pipes should be made of metal or of heat resisting materials (up to 135 degrees Celsius) and resist a min 10 bar pressure.

Mudflaps: (22)

- 22.1 At the start of each heat or race, cars must be fitted with mud-flaps behind all four wheels and extending to a minimum of 3.8cm (1.5inches) either side of the tyre sidewall or footprint and to a maximum of not more than (7.5cm – 3 inches) above the ground.
- 22.2 Cars will not be allowed to start a race with a missing mud-flap. So, carry a spare.
- 22.3 Mudflaps should be made of stiff material to keep their position like when the vehicle is stationary.

Radiator (23)

- 23.1 Where a radiator is fitted in the passenger compartment a suitable deflector is to be fitted to prevent fluid directly coming into contact with the driver.
- 23.2 A radiator which is fitted inside the driver's compartment (backseat area) must have the matrix (water pipes) protected by a metal wire-mesh screen of 8 mm x 8 mm square section or smaller.
- 23.3 The Radiator Expansion tank must have the cap covered to prevent the cap and/or hot

water blowing out of it.

23.4 The overflow pipes must be clipped and directed towards the ground.

Rollcage: (24)

24.1 A Six Point Rollcage must be used. The points at A posts and B posts must be supported on a steel plate measuring not less than 150mm x 75mm x 3mm (6inch x 3 inch x 1/8inch) steel plate.

24.2 Material:- tube steel of not less than 32mm outer diameter and 3mm minimum wall thickness.

24.3.1 Drivers door must be fitted with two horizontal bars, one at seat level and the 2nd higher one is to have a gap of 150mm (6 inches) to the lower one.

24.3.2 A steel wire mesh is to replace the glass on the driver's door.

Silencer (25)

25.1 Vehicles must comply with silencing sound levels to ASMK Specs.

25.2.1 The exhaust pipe must pass under the floorboard and away from fuel pipes, brake pipes and electrical cables.

25.3 The Exhaust Outlet must not be directed to the ground.

25.4 Noisy cars with broken silencer system will not be allowed to start a race.

Steering (26)

26.1 Steering mechanism to be in very good condition and free from wear and play.

26.2 Steering geometry is free but no tyres are allowed to protrude out of the body with the wheels in the straight ahead position.

26.3 The Steering Box can be 'Power-Assisted' if so fitted by the maker on that model.

Suspension:- (27)

27.1.1 Suspension system and its mountings points must be standard original ones.

27.1.2 Use of Rose (spherical) joints is prohibited. Original standard parts and their service replacement parts only can be used.

27.2 Suspension operation and layout must be as manufacturer's specification. This applies to the front and rear suspension.

27.3 Adjustable springs/seats or platforms are not allowed but direct fitting springs from another model can be used.

27.4 Spring rates are free but without any modifications to the top and bottom spring seats.

27.5.1 Lowering springs may be used but No excessive lowering of suspension is allowed. Scrutineers decision re this matter is final.

27.6 Welded Coil-over springs's are NOT allowed.

27.7 Dampers are free as long as they are a 'direct replacement' to the original items designed for road-use and are a direct fit on the original mountings (top and bottom) without any modification. No poly-bush (Nylon bushes) or rose joints are allowed.

27.7.1 Adjustable dampers cannot be used unless they are a Standard fitting on the ASMK racing car.

27.8 Suspension geometry is free within the limits available on the vehicle but wheel Camber must not exceed -10 deg. Inclination. Wishbone elongation is not allowed.

Tyres (28)

28.1 Tyres section up to 185 and diameter are free but No tyre/wheel rim is allowed to protrude off the bodywork with the wheels in the straight ahead position. Scrutineer's decision is final.

28.2 All tyres used must be 'E' Marked for use in this class. Any Brand name can be used.

- 28.3 Tyres that have been wholly or partly hand-cut are not allowed. Studs, chains or other are not allowed.
- 28.4 All tyres must be fitted with tubes.

Wheels:- (29)

- 29.1 Standard steel rims are to be used and can be secured by steel bolts or nuts only.
- 29.3 Wheels must be of the same diameter and profile on the same axle but can vary front to rear.
- 29.4 Split rims and widened welded steel rims are not permitted.
- 29.5 Wheel rim sizes and offset are free but no tyre is allowed to protrude off the bodywork with the wheels in the straight ahead position.
- 29.6 All nuts securing road-wheels must have the thread contact over a minimum length of 1.5 x bolt/stud diameters. (e.g. A 10mm diameter bolt/stud must have a nut over 15mm on the bolt/stud.
- 29.7 Extended or composite wheel nuts, bolts, studs and wheel spacers are not allowed.
- 29.8 All tyres must have the “E” Mark clearly visible and are legal for road use. If not, the tyre is illegal to use.
- 29.9 Hubs must be original to the type of body shell – E.g. Nova uses Nova, AX uses AX.

Other:- (30)

- 30.1 Fuel must be normal pump fuel only as found in public refill stations. Only approved additives are allowed for use.
- 30.2 Any type of fuel used by the competitors is subject to testing by ASMK personnel and instrument/s. Conditions apply.
- 30.3 ASMK members and competitors must cooperate if asked to sit for doping tests as carried out by NADO Malta Anti-Doping Officers.

General:- (31)

All Safety, Race rules and others in ‘Autocross Modified’ Class apply to this STD Class.

- 31.1 Race Format: 3 Heats of 5 Laps and 1 Final of 9 Laps as per the Modified Class on the day.
- 31.2 Number of competitors in a Final Race is of six (6) cars. These must be the top qualifiers on the day.
- 31.3 The Final competitors are awarded Championship Race Points as follows.

1 st Place = 9 points	2 nd Place = 6 Points	3 rd Place = 4 Points
4 th Place = 3 Points	5 th Place = 2 Points	6 th Place = 1 Points
- 31.4 All Penalty Points as per the ‘Autocross Modified Class also apply to the Standard Class competitors.
- 31.5.1 Competition Numbers must be No Less than 150mm on a board No Less than 200mm.
- 31.5.2 NUMBERS on Car Roof should be BLACK ONLY and on a WHITE BOARD.
- 31.5.3 All Car Numbers should start with the Letter “ S “. **Example = S 96** AND a space between the ‘S’ and your number.
- 31.5.4 All Junior Competitors over 16-18 years of age must be in possession of a “Valid Official ASMK Indemnity Form”.
- 31.6 If any part, item, component, system and/or unit/s are said or contested to be against the ASMK Class Rules, it is the total responsibility of the vehicle driver/competitor to provide the evidence and the proof required.