



NATIONAL MOTORSPORT FEDERATION WITH INTERNATIONAL FEDERATION AFFILIATION

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2023 2L HOTRODS EXPERIMENTAL ALTERNATE ENGINE DRAFT

The 1800 and 2L 8v VW Engine has been earmarked as a suitable and compatible engine for the 2L Hotrod Class where the availability of 2L Ford Pinto and 2L Nissan 16v NEO VVL Engines are becoming increasingly scarce.

This type of engine is to be run on an experimental basis for 2023 where it may participate at Club and Interclub Level for Club Championship points. Participation at National level is subject to review which will take place at least two months before the National Event.

WOMZA reserves the right to alter the Regulations at short notice as they strive to iron out any concerns when they arise. WOMZA is under no obligation to introduce this engine as a suitable replacement for the current engines for the 2024 season should this experimental process turn out to be unsuccessful. Competitors who take part in the experimental process are responsible for their own cost.

The Aim of this exercise is to get these engines to a level of compatibility when measured against the existing engines.

Where reference is made to 'Standard VW' one must note that this refers to units from this specific engine and not from any other type of VW engine.

| 2L VW | <u>2L HOTROD ALTERNATE ENGINE</u> |
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| 1. | VW ENGINES |
| 1.1 | Restricted to 1800 and 2L versions thereof |
| 1.2 | Bore may not exceed 83.5mm |
| 1.3 | Stroke may not exceed 92.8mm |
| 1.4 | Crank must be standard with the exception of balancing which is permitted |
| 1.5 | Conrods must be standard and may be balanced |
| 1.5.1 | Conrod Bolts are free |
| 1.6 | Pistons must be OEM available VW 1800 or 2L Only |
| 1.6.1 | Pistons may not be modified with exception of balancing whereupon 1 piston must remain 100% standard |
| 1.6.2 | Rings must be OEM |
| 1.7 | Block may be skimmed |
| 1.7.1 | Fire-rings in the block and cylinder head are not permitted. |
| 1.8 | Water pump restricted to standard VW water pump only |
| 1.9 | Oil pump restricted to standard VW oil pump only |
| 1.9.1 | Sumps may be baffled, and pick-ups may be modified |
| 1.10 | Oil Galleries may be modified |
| 1.11 | Flywheel, Pressure plate and clutch is free |
| 2 | Cylinder Head |
| 2.1 | Crossflow type cylinder heads are not permitted |
| 2.2 | Cylinder Head may not be ported |
| 2.3 | Cylinder Head may be skimmed |
| 2.4 | Valves must be standard |

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| 2.4.1 | Valve seats are free |
| 2.5 | Camshafts are restricted to hydraulic type camshafts only |
| 2.6 | Cam followers must be standard VW Hydraulic Cam followers |
| 2.7 | Cam pulleys are free |
| 2.7.1 | All other pulleys and tensioners are restricted to standard VW |
| 2.8 | Valve springs are free |
| 2.8.1 | Valve spring retainers and base washers must be standard VW only |
| 2.8.2 | Valve guides must be standard VW only and may not be cut down |
| 2.9 | All Gaskets including the Head Gasket may only be original VW or equivalent replacement from Payen/Victor Reinz |
| 2.9.1 | Competition type Head Gaskets are not permitted |
| 2.10 | Exhaust Manifold is free |
| 2.11 | Induction restricted to original VW Plenum |
| 2.11.1 | Throttle Body must be original VW |
| 2.12 | Injectors are free |
| 2.13 | Fuel rail is free |
| 2.14 | Fuel Pressure Regulator is free |
| 2.15 | Air filters and ducting are free |
| 2.16 | Match porting of the cylinder head to the plenum and the cylinder head to the exhaust manifold is not permitted |
| 2.17 | EFI system restricted to Dicktator only |
| 2.17.1 | EFI system may not be programmed from within the cockpit |
| 2.17.2 | Pick up for EFI must come via the Distributor which may be modified accordingly |
| 2.18 | Alternators restricted to standard VW |
| 2.19 | Bellhousings and Adaptor Plates are free |
| 2.20 | Gearboxes restricted to units from road going vehicles only |
| 2.21 | Engine must retain VW Starter |
| 2.22 | Restricted to Methanol fuel only with conditions as set out in HP 7. |