



MSA WPMC FINE CAR CLUB REGULATIONS

VERSION 1

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REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Club Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. AIM OF THE CHAMPIONSHIP

- 1.1 This is a Club status Championship.
- 1.2 The aim of the Championship is to declare a Western Province Motor Club Fine Car Champion for **2026** and Class Champions as applicable.
- 1.3 The Western Province Motor Club Sporting Committee, in its sole discretion, is responsible for declaring the winner of each Championship or to withhold such declaration.

2. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship will be the Sporting Committee of the Western Province Motor Club (herein referred to as Sportcom) who have delegated the management, control and day to day running to the Fine Car Committee.

3. VALIDITY OF THE REGULATIONS

- 3.1 All qualifying races will be held under these rules, the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA) and all of the Standing Regulations and Supplementary Regulations issued by the WPMC.
- 3.2 No rule is intended to exist in a vacuum, each rule should be read in the context of all rules. If there are two possible interpretations to a rule and one interpretation conflicts with another rule or makes another rule meaningless that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 3.3 If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCRs or SSRs, as applicable, will then apply.
- 3.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend these rules by the sub section committee will only become effective when approved by the WPMC Sportcom.

4. ELIGIBILITY

- 4.1 The Championship is open to:
 - a) Paid up members of good standing of the WPMC and who are
 - b) Eligible driver who are holders of a valid and appropriate MSA competition licence for this category and who are
 - c) Paid up members of the Fine Car sub section as applicable
 - d) Drivers may not be younger than 16 years of age unless compliant with MSA Circuit Racing SSR 1 and approved by WPMC Sportcom.
- 4.2 Competitors are only eligible to score points from the time that they become members of good standing of the WPMC and the sub section.
- 4.3 Invited drivers are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the Championship.
- 4.4 Vehicles competing in the Championship shall comply with these rules, the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.

5. NUMBER OF EVENTS

- 5.1 All Fine Car Races held within the region controlled by the WPMC during 2026 and listed as qualifying races in the SRs will be deemed to be qualifying races provided that the original distance of the race is not less than sixteen (16) kilometres.
- 5.2 The 2026 Motorsport Calendar and Races per category as published by the WPMC gives details of all Championship event race dates.
- 5.3 Unless there is a case of force majeure there will be a minimum of five (5) race meetings or ten (10) heats required for the 2026 Championship.
- 5.4 All races, events and heats completed in the 2026 year will count towards the Club Championship.

6. NEW COMPETITORS

- 6.1 Competitors whose 16th birthday falls in the first six (6) months of the year of entry – i.e. January 1st to June 30th – are eligible to compete from January 1st of that year subject to prior approval by the WPMC Sporting Committee and MSA.
- 6.2 Competitors whose birthday falls in the last six (6) months of the year – i.e. July 1st to December 31st – may only compete after July 1st of that year subject to prior approval by the WPMC Sporting Committee and MSA.
- 6.3 For all new competitors, track experience is required to ensure the safety of the new entrant as well as the rest of the competitors. An on-track assessment and theoretical presentation must be attended prior to a first race entry being accepted.

7. BREAKOUT RULE

- 7.1 Within the spirit of Fine Car racing there will be a lap time capping of 1 min 32.0 sec applicable only to Fine Car Championship events held at Killarney International Raceway.
- 7.2 Should a competitor break out by less than 1.00 sec during any official qualifying, race 1 or race 2 then any points scored by that competitor for the particular day shall be halved. Should this result in a half point being scored the point shall be rounded up to the nearest whole number i.e. 2.5 becomes 3.
- 7.3 Should a competitor break out by more than 1.00 sec during any official qualifying, race 1 or race 2 then any points scored by that competitor for the particular day shall be forfeited in their entirety i.e. 0 points.
- 7.4 Number of breakouts: Competitors will be limited to a maximum of 3 breakouts of more than 1.00 second during the Championship year. On the third breakout of more than 1.00 second the competitor will be suspended from scoring Championship points for the rest of the Championship year and run the risk of being disqualified or excluded from the Fine Car group at the discretion of the Fine Car Committee.
- 7.5 Start & Finish points: Points scored for starting and completing race 1 and race 2 shall not be affected by the above and competitors will still score these. i.e. one (1) point for starting and one (1) point for completion of each race. (Also refer 13.6 below)

8. EXTERIOR AND INTERIOR OF CAR

8.1 Bodywork and General Presentation:

- a) The exterior bodywork must remain exactly as produced by the vehicle manufacturer for the model in the period. Plan and profile will remain.
- b) No holes may be cut into the front and rear valances or the front grill and valances may not be removed.
- c) No additional spoilers, air ducts, scoops or blisters are permitted on the bodywork without prior approval by the committee.
- d) The material used on all sections of the body must be the same as that used in original manufacture.

- e) The car must retain bumpers, trims, lights and all decorative fittings as used in original manufacture except for special circumstances with prior approval by the Fine Car Committee.

8.2 Interior and Glasswork:

- a) The vehicle interior must be as per the original model including seats, door panels, roof lining and floor covering. Modifications are permitted to accommodate roll bars and roll cages.
- b) The front seats may be exchanged for racing seats.
- c) The steering wheel may be changed.
- d) The original dashboard must remain, but the gauges may be replaced provided that they fit the original aperture in the housing. Any additional gauges must be fitted in the spirit of originality.
- e) Additional instrumentation may be added but NO timing devices may be used.
- f) No pit to car communication is allowed other than via pit boards. Radio/Cell phone communication systems are banned. Pit boards may ONLY show the current running position of a vehicle or information regarding safety. All information must be written in white chalk. NO other information is to be relayed.
- g) No glass shall be substituted with any other material except for special circumstances at the discretion of the Committee – i.e. the same thickness of the glass, no pop-riveted windows etc.

9. WHEELS AND TYRES

- 9.1 Any wheel may be used as long as the rim and tyre fit within the confines of the body as set out in 8.1 a) above and are aesthetically acceptable to the Controllers.
- 9.2 Tyre widths and profiles are free as long as they do not protrude beyond the bodywork.
- 9.3 Full tread semi-slick tyres are allowed.
- 9.4 Full slicks, cut slicks and wet racing tyres are prohibited.

10. TECHNICAL RULES

- 10.1 Before any vehicle of any type is allowed to race in the Western Province Motor Club Fine Car Championship, the vehicle must be registered with and approved by the Committee.
- 10.2 The vehicle must have an up-to-date Vehicle Technical Document (available from the Committee) completed by the owner and available at all times.
- 10.3 Fine Cars shall be road legal Production Saloon and Production Sports GT cars introduced before 31st December 2000 and must be out of production for more than ten (10) years.
- 10.4 Vehicles other than those above may only be permitted to race by invitation and on approval by the Committee, provided permission is requested prior to entering an event. Competitors who enter without permission may be excluded from the results on the day of the event.
- 10.5 These rules regarding vehicle classification and compliance must be read with this precedent foremost. It is understood that these rules may be interpreted by the Committee to the benefit or detriment of any vehicle or participant. Notwithstanding this, it is understood that all drivers participating in Fine Car Racing are doing so for their own personal enjoyment and because they are committed to the “spirit” of Fine Car Racing. All improvements and modifications to the vehicles are to be done in accordance with the Fine Car Racing Rules contained herein. Only period type modifications will be permitted unless otherwise stated. Any Modification must be proven to be in this period as stated. The responsibility to prove eligibility is that of the entrant at all times.
- 10.6 **Engine:**
 - a) Engine block: The original standard production engine block for that model must be used and the engine located in its original position.

- b) Cylinder head: The original standard production cylinder head(s) for the model must be used. The number of valves must remain the same as the original head for the model/type.
- c) Crankshaft is free of restriction
- d) Camshafts, camshaft bearings and drive systems are free of restriction, provided that they remain in their original position/s and remain the sole means of operating the valves.
- e) Induction: Only the original type of induction may be used. Air filters, carburettors and inlet manifolds are free of restriction.
- f) Inlet and exhaust manifolds are free of restriction.
- g) Forced induction: Is prohibited unless fitted in production. Boost pressure may not be adjustable inside the cabin.
- h) Exhaust system: are free of restriction, but shall be routed under the car and be silenced subject to MSA and WPMC requirements as regards decibel levels.
- i) The distributor may be fitted with an after-market spark triggering device, but the distributor must remain in its original position and must maintain its original function. Any additional non-period system that processes information acquired from the ambient conditions and/or the engine is not permitted. The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high-tension spark. The firing order must not be changed. The remainder of the ignition system is free.
- j) Radiators: are free of restriction but must remain in their original location.
- k) Oil coolers and additional radiators: Are permitted provided they are located within the periphery of the bodywork and do not change the profile of the car.
- l) It is permissible to remove metal from the cylinder blocks and heads.
- m) All drain plugs including gearbox and differential must be wire locked to prevent oil spillage. Oil filters are to be clamped, and wire locked in such a way as to prevent unscrewing.
- n) If the engine to gearbox bell housing has a drain, then either an oil obstruction matting (nappy) is to be held in place under the bell housing or an engine under tray in which there is oil absorption material, thus preventing any dropping of oil onto the track.

10.7 **Transmission:**

- a) Original gearboxes are to be used, however dispensation may be allowed to run a non-original gearbox subject to it not having more than one extra forward gear and being of a similar type.
- b) Any rear axle differential may be used as long as it fits within the confines of the original bodywork as defined above. Different types of rear axle may not be substituted i.e. independent suspension when original was beam axle.
- c) Mechanical limited-slip or torque-biasing differentials may not be used unless they were a standard production component for the model/type.
- d) Sequential gearboxes and/or traction devices are prohibited.

10.8 **Brakes:**

- a) In the interests of safety, braking system modifications are allowed.
- b) Brake friction material is free.

10.9 **Suspension:**

- a) The original suspension type for the model must remain unaltered.
- b) The make and type of shock absorber is free.
- c) Suspensions may be modified with respect to ride height, camber and castor but mountings must remain as per manufacturers specification. Additional mounting points for the adding of anti-roll bars, track rods and radius arms may be fitted. Shock absorbers make and types are free. Coil springs may not be substituted for leaf springs and vice versa and one type may not be used to supplement another type.

11. **SAFETY**

- 11.1 It is recommended that Fine Cars be fitted with a roll cage to MSA specification. However, a minimum requirement is a three-point roll bar inside the car.
- 11.2 The type of seat belts used are not restricted except for inertia reel systems which are not allowed. However, it is recommended that a full 5-point harness be used as per GCR 239. Exemption shall be applied for to MSA for seatbelts that do not comply with the above and the relevant MSA indemnity form is to be completed before each race.
- 11.3 All loose items in the vehicle such as mats etc. must be removed prior to qualifying and racing.
- 11.4 "TOW" stickers must be placed on the front and rear of the car to indicate towing points.
- 11.5 White Line Rule: Shall be applicable on lap one at turn one for all races. At the start of the race cars may not transgress the painted solid white line on the approach to turn one. This line will follow an imaginary line from the end of the white line, through the middle of the corner extending to the exit of the corner. On arriving at the start of the white line, cars on the left of the line must remain on the left and cars on the right must remain on the right and these positions are to be held until the exit of the corner is reached. Failure to comply will result in a thirty (30) sec penalty on every occurrence. See GCR 50.i.

12. **COMPETITION NUMBERS**

- 12.1 Fine Cars shall carry the number on the windscreen, bonnet and sides of the car. The numbers shall be with sponsors advertising and be at least 200mm numbers.
- 12.2 Fine Cars shall exhibit black numbers on a yellow background.
- 12.3 The WPMC Fine Car Committee on behalf of the Controllers shall do the allocation of numbers.
- 12.4 The ~~current~~ first three finishers in **the previous year's** Fine Cars **Championship** may run numbers 1, 2 and 3 for the year respectively and will have the right to retain their competition numbers during their reign.
- 12.5 A competition number will only be allocated after the vehicle has been passed by the committee and will be withdrawn should the vehicle not be raced in the year.

13. **POINT SCORING**

- 13.1 One point will be awarded to each car that qualifies as a starter and one point will be awarded to each car that qualifies as a finisher in each race.
- 13.2 In order to qualify for series status at each meeting there must be a minimum of six (6) eligible starters across the start line in at least **qualifying or** one of the races on race day.
- 13.3 In order to be classified as a finisher a car must have completed not less than 75% of the distance of the race under its own power i.e. 6 out of 8 laps.
- 13.4 Points will be awarded on the basis of an Index System for each heat as follows:
 - 1st - Points equal to the **total** number of starters at the race event
 - 2nd - Points equal to the **total** number of starters at the race event minus 1
 - 3rd - Points equal to the **total** number of starters at the race event minus 2
 - 4th - Points equal to the **total** number of starters at the race event minus 3
 - Through to nth...
 - Nth - Points equal to the **total** number of starters at the race event minus (n-1)
- 13.5 The competitor with the highest %age based on the Index system for both races in a day will be declared the winner for the day and placings determined in the same manner. Trophies will be awarded to the highest Index of Performance %age on average for the day's races and not on the basis of points awarded.
- 13.6 Should there be less than six (6) starters for an event, points awarded for finishing positions will be null and void. However, points for starting and finishing each heat will still be awarded to each competitor.

14. DECLARATION OF CHAMPIONS

The WPMC at its sole discretion is responsible for declaring a Champion or withholding such declaration.

15. SEPARATION OF TIES

Any ties will be in favour of the competitor with the greatest number of firsts. If this fails, the greater number of seconds will count, then thirds and so on. If there is still a tie, performance in all series events will be taken into consideration and, if this is ineffective, the Controllers will declare the winners on any basis they may deem fit.

16. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available at the WPMC office at Killarney or a committee member on the second Monday following the event and any objection concerning the same must be received by that office or member in writing by not later than noon the following Wednesday following the Monday on which the scoring became available.

17. STARTING GRID

- 17.1 There will be qualifying at each race event.
- 17.2 Should qualifying not take place for any reason, the grid will be formulated by the committee as per 2026 MSA Circuit Racing SSR 26.
- 17.3 The grid for RACE 1 will be as per qualifying on race day with the exception of invitation drivers who will take up positions for Race 1, at the rear of the Fine Car field.
- 17.4 The starting positions for RACE 2 will be determined from the results of the race 1. Invitation drivers will start at the rear of the grid for race 2 regardless of finishing position of race 1 unless otherwise notified by an MSA official.
- 17.5 Non-finishers will start from the back of the grid.
- 17.6 Starts will either be standing or rolling starts, and this will be advised in the event SR's.

18. WPMC FINE CAR GENERAL RULE

- 18.1 Advertising material as deemed necessary by the Committee in terms of promotion of a sponsor shall be displayed on each competitor's car.
- 18.2 Should such advertising material not be displayed on a competing vehicle that vehicle will not be allowed to take part until such time as the default has been rectified.
- 18.3 Only fuels as specified in GCR 240 may be used.
- 18.4 WPMC Fine Car members must undertake to race within the spirit of these regulations and the committee will be the final judge of fact. Should a driver fail to race within the "spirit" of these rules their entry may be refused for future race meetings.
- 18.5 All race cars must be built and prepared within the spirit of Fine Car Racing. This "spirit" shall be interpreted to mean that when a competitor considers that a rule can be construed, interpreted, taken to mean or inferred to have more than one application they are to seek clarification from the Committee as to how the rule is to be applied – particularly if the competitor is building or modifying a race car in any way.
- 18.6 INVITATION VEHICLES: Any competitor wishing to race on invitation may only do so with prior permission from the Fine Car Committee. Failure to do so will result in the entry being refused.

19. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Fine Car Championship, WPMC, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or WPMC into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the Championship. Additionally, competitors are reminded that Motorsport South Africa monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

20. VOTING

Only driving members who have competed within the section (Fine Cars) at a minimum two (2) race meetings within the period of the previous AGM and that year's AGM. If applicable, are also paid members of that section and or are members of the standing committee are allowed to vote at the section's yearly AGM.

21. COMMITTEE CORRESPONDENCE, ENDORSEMENTS, APPROVALS & NOTIFICATIONS

Where any documentation, for any reason, is required to be issued by the Committee to a competitor it will only be effective if it is signed by the Chairman of the Committee.

22. REGULATION CHANGE

- 22.1 The Committee reserves the right to amend the regulations once only during the year i.e. after the fourth (4th) race and not later than the eighth (8th) race (Latest September) of each year.
- 22.2 All rule changes proposed by the committee must be approved by a quorum of at least two thirds (66%) of the current Fine Car competitors. For the purpose of such a vote the number of members eligible to vote is deemed to be the total number of competitors who have scored points during the current year. Should a quorum not be present voting will proceed and the results submitted to Sportcom for approval.
- 22.3 Notice of seven (7) days must be given for any rule changes.
- 22.4 The period for regulation changes is from April to September of each year for the following year.

23. PURSUIT EVENTS

i) PURPOSE:

To provide a genuine experience to new drivers who wish to sample circuit racing but do not yet have a race car, race knowledge or race driving skill or experience.

ii) FORMAT:

- a) Classes : All entrants are grouped into one class regardless of driver skill or vehicle performance.
- b) Index of Performance : Because of the mixed nature of the class, the start is handicapped based on lap times, which in theory should see all drivers cross the finish time at exactly the same time.
- c) Race format : Starting positions shall be determined by qualifying times on the day. All entrants line up at the start line from slowest to fastest. They are then released from the start line on time delays based on their handicap. This ensures that during the course of the race no driver is ever "alone" on the track and makes for a more enjoyable experience. In theory all the drivers should cross the line at exactly the same time if they drive consistently.

- d) Time delay calculation : The difference in qualifying lap times between the slowest competitor and other competitors shall be taken and calculated as follows : Time Difference x (Number of laps allocated less two). e.g. : Competitor 1 : 1m36.00s ; Competitor 2 : 1m34.00s ; Competitor 3 : 1m32.00s
Time Difference of 2 seconds between competitor 1 and competitor 2 - 2 multiplied by 8 where a 10 lap race is specified. Thus competitor 2 shall be released 16 seconds after competitor 1.
Time difference of 4 seconds between C1 and C3 – C3 shall be released 32 seconds after C1 etc...
- e) Should two individual pursuit heats occur during a race meeting then the same starting order and handicaps utilised for the first heat shall be used.
- f) Race distance : This shall be determined by the organisers

iii) CONDITIONS OF ENTRY AND COMPETING:

A) VEHICLES:

- a) This series is open to regular road/street legal cars , Fine Car competitors and other race vehicles permitted and approved by the Fine Car committee.
- b) Vehicles must pass scrutineering.
- c) While a full roll cage is preferred it is recommended that at minimum a half cage be fitted (removable type or permanent), provided that if they are permanent fittings they conform to the safety regulations as outlined by Motorsport South Africa (MSA).
- d) Regular road vehicles are to run on legal road tyres only. No race specific tyres or full slicks are allowed.
- e) Circuit harnesses are optional, but if used must meet the necessary criteria for mounting and safety as outlined by MSA. Also refer 11.2
- f) As per WPMC requirements ALL competing vehicles must have a sound test conducted prior to the event
- g) As per WPMC requirements ALL vehicles must be fitted with an oil catch tray and/or nappy to prevent spillage of liquids onto the circuit.
- h) Sump plugs , differential plugs , oil filler caps , dipsticks , radiator caps and oil filters are to be secured using lock wire or other means to avoid potential leakage.
- g) All Street Car drivers will be required to sign indemnity forms before they will be allowed to pass through scrutineering if the vehicles do not comply to MSA minimum safety requirements in terms of seat belt s and roll cage requirements as stipulated in GCR 239.

B) COMPETITORS:

- a) The minimum of a MSA approved fire-retardant race suit is required together with gloves and a helmet meeting SABS standards.
- b) All competitors must join the club as at least a social member and have a minimum of a valid MSA Club Circuit racing competition license for circuit car racing.
- c) One of the risks inherent in introducing 'green' drivers to the category is a lack of knowledge of flags, circuit rules, racing line and how to overtake or be overtaken safely. Besides being obliged to familiarise themselves the MSA General Competition Rules (GCRs) and MSA Circuit Racing SSR's content provided when purchasing your MSA license, it is important that the competence of the driver is checked for knowledge about the essentials. It is recommended that new drivers who have not participated in a track day previous do so before partaking in these events.
- d) Since there will be speed differentials and overtaking during the course of a race, it is to be impressed on ALL drivers that slower cars have the right to the racing line. The onus is on the faster driver to safely overtake either in an area without a solid line, or on the straight or when safe to do so. 'Red Mist' driving and inconsiderate track etiquette will be dealt with severely by the Clerk of the Course on race day.

iv) POINT SCORING :

- a) Championship points will be awarded to Fine Car competitors only and in the usual manner.
- b) Should there be only one pursuit event on the day then double points will be awarded to Fine Car competitors.
- c) Streetcar entrants will not be awarded points but will qualify for a trophy should they place in trophy positions.

24. ADDENDUM TO FINE CAR RACING RULES

Supplementary guidelines to be read in conjunction with the existing Fine Car Racing Rules. The Committee has decided as “clarity to the existing rules” and NOT a rule change to add this addendum to the Fine Car Racing Rules.

The following allowances are listed in accordance with the numbering system as found in the Fine Car Rules:

8.1 Bodywork and Presentation:

Allowance – Cars whose wheel arches had been previously modified (prior to 2015 and by no more than 50mm per side) would be allowed to continue in the class but no wheel arch modifications would be allowed with any new competitor.

Allowance – Older model classic cars with removable bumpers which actually enhance the look of the cars in doing so (such as Minis, Alfas, Mk1, 2 & 3 Escorts, Mk1 & 2 Cortinas and Anglias) will be allowed without bumpers. However, later model cars with bumpers that form an integral part of the bodywork (such as an Opel Kadet T car) will not be allowed without bumpers.

8.2 Interior and Glasswork:

Allowance – Present vehicles fitted with Perspex or similar material windows would be allowed to continue as is. It is expected that all new competitors would adhere to the present rules that state that glass may not be removed or replaced.

Due to the exorbitant costs of the rear window glass for the Porsche 924 and 944 models such glass may be replaced with Perspex (if the breakage occurred whilst racing).

Allowance – As stated in rule 8.2 a) the interior should be as close to the original as possible including roof linings, back seats, mats, carpets etc. It is expected that new driver-vehicle combinations would familiarise themselves with the rules beforehand so that they do not transgress the present rules. Please pay special attention to Rule 18.5 to obtain clarity regarding the rules.

10.6 Engines:

Allowance – The following vehicles, having been identified by the Committee, may replace their engines but only as stated hereunder:

- Renault R8/R10 with a Renault T16 engine
- Ford Anglia with a Ford Crossflow engine
- Opel Manta with a 2.5 litre Opel/Chev engine