

BriSCA F2 Statement

Use of Bushes in Axle Link Bars

17th April 2014

(E&OE)

- A question has been raised during the early part of the 2014 season regarding the legality of rubber/poly bushes in 4-link and/or anti-tramp mounting bars for the rear axle.
 - It is apparent that a number of drivers, constructors and scrutineers have interpreted the rules differently, specifically the following:
 - 215.6.1 All rear axle link and anti-tramp bars MUST be constructed of steel or aluminium, and, where required, utilise steel or aluminium rosejoints/bearings.
 - and
 - 215.6.2 All rear axle link and anti-tramp bars MUST be of solid fixed-length construction, such that their length cannot change/be changed under load during racing (i.e. NO springs, damping or telescopic devices).
 - BriSCA F2 will issue a definitive ruling on the use of such bushes, clarifying the above rules.
 - A rushed wrong decision is in no-one's interest, especially if it ends up costing drivers money, and therefore BriSCA F2 intend to review the extent of use (or otherwise) of such components before issuing a ruling.
 - Drivers, constructors and scrutineers are welcome to give input via the briscaf2tech@outlook.com email address, clearly stating their name and racing number.
 - In advance of BriSCA F2's clarification, drivers must NOT purchase such components, or make changes to existing designs that could be outlawed in the near future.
-