



Technical Car Specification Rules - 2015/2016

BriSCA F2 Statement

24th October 2014

(E&OE)

Engines

- Following testing during 2014, BriSCA F2 can now announce that the 2.0 litre Ford Zetec engine will be permitted for general use in Formula Two Stock Car Racing from the start of the 2015 season.
 - In summary, the 2.0 litre Ford Zetec specification will be very close to the rules used to build the four test engines currently in use.
 - The detailed build specification rules for the 2.0 litre Ford Zetec engine will be announced soon.
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2015 Car Specification Rules

- A review of the current technical specification rules has been carried out based on the work of BriSCA F2 technical officials, scrutineering observations during 2014, and feedback/suggestions received from drivers both at race meetings across the country and via the contact details in the front of the rulebook.
 - The review is nearly complete and full details will be published shortly.
 - Drivers and car constructors will be pleased to note, based on feedback, that there are NO new major changes for 2015 and that BriSCA F2 wish to maintain a period of stability in car construction rules.
 - A number of rules will be tidied up to (i) add clarity, (ii) remove loopholes, (iii) improve safety, or (iv) prevent further development against the principles of competitive equality, cost containment, parts availability, and safety enhancement. Further summary details will be announced in the next few weeks, with the detailed wording published later THIS year.
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2016 Car Specification Rules

The following changes are now being announced that will be included in the **2016** rulebook. The detailed specification for these changes will be published in due course.

- The use of multi-deck aerofoils/wings will NOT be permitted from the start of the **2016** season. A single centre section, consisting of a single deck, and a maximum of 1 side-plate on each side will be permitted.
 - There are currently very few wings of this construction design in use, and the timing of this change allows for a period of run out on existing components.
- The practice of welding additional transverse material (e.g. box section) to the inner side of bumper faces (for strengthening or any other purpose) will NOT be permitted from the start of the **2016** season.
 - The use of small sections of plate, welded to the inner side of the bumper face, on to which diagonal bracing is welded WILL still be permitted.
 - The timing of this change allows for a period of run-out on existing components.
- A new “7th roll-cage pillar” will be MANDATORY from the start of the **2016** season with the aim of increasing protection for the driver’s head.
 - The 7th pillar will run down the centre of the rear “window”, mid-way between the two current rear pillars.
 - The 7th pillar will run from the centre of the top transverse bar joining the two rear pillars, to the centre of the middle transverse bar joining the two rear pillars (to which the top of the rear steel plate is currently welded).
 - The 7th pillar must follow the same profile as the current rear pillars.
 - There will be no mandatory requirement for the pillar to extend right down to the main chassis (as it is designed to prevent intrusion in through the rear window, and the existing steel plate is designed to prevent lower intrusion), however, there is nothing to prevent drivers/constructors from constructing it in this way if they so desire.
 - The material specification will be the same as the existing roll-cage pillars.
 - All joints will need to be fully welded.
 - The 7th pillar will be in ADDITION to the existing vertical bars and cross-members used to support the driver’s seat and to which the headrest plate is welded.

Drivers are reminded that, as per current rule 210.4.3, the headrest plate/vertical bars must NOT protrude from the main roll-cage in profile.