



Technical Car Specification Rules - 2015/2016

BriSCA F2 Statement

3rd November 2014

(E&OE)

2015 Car Specification Rules – Document Summary

- 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 has been completed and below is a summary of the clarifications and changes that will be included in the 2015 rule book.
 - As previously communicated, based on feedback, there are NO new major changes for 2015 and BriSCA F2 wish to maintain a period of stability in car construction rules.
 - Rules/specifications have been tidied up to (i) add clarity, (ii) remove loopholes, (iii) improve safety, or (iv) prevent further development that goes against the principles of competitive equality, cost containment, parts availability, and/or driver safety.
 - The full detailed wording of these changes will be published later THIS year.
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Questions and Feedback

- Any questions/feedback regarding these changes or any other technical specifications should be directed to BriSCA F2 technical officials via the email address printed in the 2014 rulebook:

briscaf2tech@outlook.com

2015 Car Specification Rules – Changes Summary

Roll-cage (203.3) – [Addition to rulebook]

The front roll-cage pillar on both sides of the chassis MUST be joined to the other by a transverse horizontal cross-member at the base of the windscreen aperture. The joints of this cross-member to the roll-cage pillars MUST be fully welded. The material specification must be as defined in rule 203.3.7. In practice, the majority of cars observed during the season already have such a cross-member in place (with the windscreen mesh attached to it) and this addition to the rulebook simply formalises the standard design ensuring a “central connected ring” around the centre of the roll-cage.

Roll-Cage Rear Protection Plate (203.4.10) – [Change to current rule]

The rear roll-cage plate **MUST** be **FULLY** welded along all 4 sides to the 2 roll-cage pillars, the chassis cross-member, and the roll-cage cross-member.

Engine Cover/Bonnet (203.5.7) – [Clarification of current rule]

There is no change to the existing rule; however drivers are reminded of rule 203.5.7 which states that the engine cover/bonnet “...**MUST fully enclose the engine compartment, and be securely fitted.**” The use of ventilation holes drilled in the sides or top panelling covering the engine above the chassis rails, and/or enlarged holes around the exhaust/inlet manifolds is **NOT** permitted.

Bumper Face (204.2)

The practice of adding material to the main face of the rear bumper, taking it beyond the mandated 100mm depth, for the purpose of lowering the wheel-guard mount has become increasingly abused. The existing rule 204.2 remains, however, additional material may be added providing it conforms to the following dimensions:

- The rear bumper **MUST** be constructed with a flat face surface 100mm (4in deep) along its entire length with the exception of a **MAXIMUM** of 100mm (4in) on each end only where a wheel-guard is installed.
- For the purpose of lowering the wheel-guard(s) only, up to a **MAXIMUM** of 100mm (4in) from the end of the bumper face may be deeper than the mandated 100mm (4in), up to a **MAXIMUM** depth of 6in (152mm).
- The measurement of depth is taken in the vertical plane.

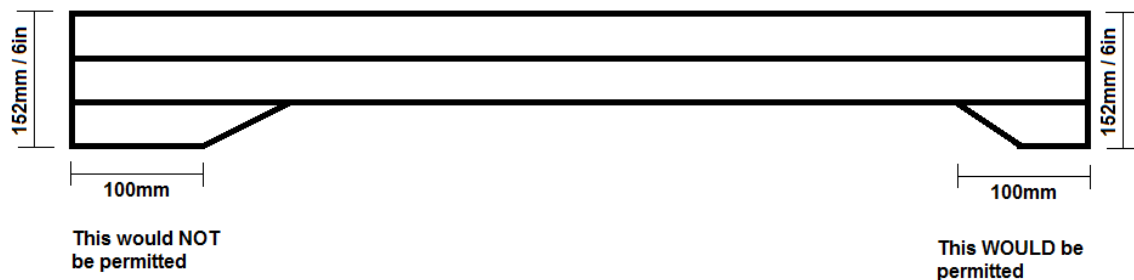


Figure 1 - Bumper face measurement example

Bumpers Distance to Tyre (204.9/204.10) – [Clarification of current rule]

There is no change to these rules, except to clarify how the measurement is taken. The **MAXIMUM** distance measurement of the bumper to the tyre is taken at point A in the following diagram, and **NOT** point B.

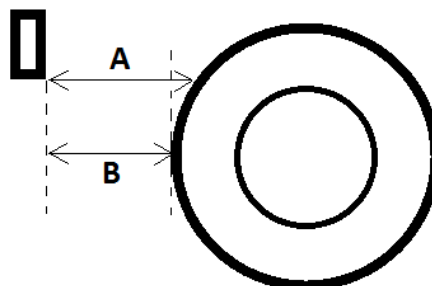


Figure 2 - Bumper to tyre measurement

Headrest (210.4.3) – [Clarification of current rule]

There is no change to the existing rule; however drivers are reminded of rule 210.4.3 which states: “**The headrest plate/vertical bars must NOT protrude from the main roll-cage in profile.**” A number of drivers have highlighted this as a particular area of concern in competitors’ cars, and officials will be on the lookout for breaches of this important safety rule.

The headrest plate MUST be welded to the two vertical bars. The diagrams in the current rulebook do NOT imply that it must be welded to horizontal bars top and bottom – these are just examples.

Rear Axle Mounting (215.5.8) – [Addition to rulebook]

Where a plate is used to seal off any original/existing mounting-holes (over and above those permitted within the rules), the plate MUST be attached by at least 2 welds on opposite sides of the plate, each a MINIMUM of 10mm in length. Where a hole is in-filled with weld, it MUST be **fully** in-filled.

Brakes (218.3) – [Addition to rulebook]

Where a brake calliper is removed, e.g. as observed practice on the right-front wheel on shale, then the FULL original disk MUST remain on the hub/axle/shaft and be securely attached by a MINIMUM of 2 bolts.

Bell-Housing (219.3) – [Addition to rulebook]

The practice of removing part of the starter motor housing material from an alloy bell-housing to enable access to the clutch cable will be formally permitted. Blatant/excessive lightening or actions seriously affecting the structural integrity of the bell-housing will not be permitted.

Fuel Line (222.3) – [Addition to rulebook]

The location of the fuel shut-off tap MUST be clearly marked on the outside of the car so that it is easily visible to a marshal when approaching the car.

Fuel (222.4) – [Addition to rulebook]

A minimum of ½ litre (500ml) of fuel MUST remain in the fuel tank at all times (including the end of a race), such that the car can be driven under its own power to any inspection/weighing point, and so that a fuel sample may be taken.

Exhausts (223.9) – [Clarification of current rule]

An exhaust silencer may be failed by a scrutineer or other appointed technical official based on the engine sound when in use, a distinct ringing or other unusual sound of the silencer casing (indicating an absence of internal wadding/baffling), or the observation/suspicion of any modifications or tampering.

Aerofoils/Wings (225.2/225.3) – [Addition to rulebook]

A maximum of 2 side plates, 1 per side, are permitted on any aerofoil/wing.

Pinto Cylinder Head Fettleing (231.7.3) – [Clarification of current rule]

Diagram 11 is to be corrected and text added stating that the first 19mm in to the inlet AND exhaust ports (from the external face) MUST remain as originally cast. Any fettleing may only be performed in the area beyond that (as noted by the shaded part of the current diagram).

Camshaft Centre Bearing Cap Strapping (231.7.7) – [Addition to rulebook]

A maximum of 2 out of the 3 camshaft centre bearing caps may be strapped. At least 1 of the camshaft centre bearing caps MUST remain standard.

Carburettor Secondary Fixing (231.11.19/232.11.19) – [Addition to rulebook]

The secondary fixing MUST be independent of the primary fixing. This rule, and the purpose of the secondary fixing, is to prevent the inlet tube from parting company with the carburettor body with the fuel-line still attached to it.

Safety Components – [Addition to rulebook]

Deliberately tampering with, or modifying, safety components, e.g. one-way non-return fuel valves, or safety harnesses, in contradiction of their intended design purpose, WILL lead to disciplinary proceedings which may result in disqualification, a fine, or a ban depending on circumstances.

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2016 Car Specification Rules

(Summary as previously published on 26th Oct 2014)

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 must be 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.

Engines

(Summary previously published on 26th Oct 2014)

- 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.