



Rear Axle Link Bars

BriSCA F2 Clarification Statement

1st July 2015

(E&OE)

Rear Axle Link Bars

- A number of drivers/teams have raised a few questions regarding the use of certain configurations of bolt holes and link-bar locations for the mounting/installation of the rear axle.
 - BriSCA F2 has listened to the concerns raised and now issues this statement for the clarification of existing rules. These are NOT new rules, but a clarification of what is already in the rulebook.
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Current Rules

- Rules in section 215.5 of the 2015 rulebook state:
 - 215.5.3 A MAXIMUM of three fixed mounting points are permitted for each mount location (e.g. each end of a link bar) giving a fixed range of adjustability.*
 - 215.5.4 A MAXIMUM of six fixed mounting points are permitted on each side of the car for a 4-link axle mounting design (i.e. 3 per link bar).*
 - 215.5.5 A MAXIMUM of six fixed mounting points are permitted on each end of the axle for a 4-link axle mounting design (i.e. 3 per link bar).*
 - 215.5.6 The use of rotating, sliding, or other minutely adjustable mounting devices, or any slotted mounts is NOT permitted - This includes, but is not limited to, the use of vertically mounted bolts with replaceable/removable washers/spacers that would allow height adjustment of the end of a link bar, even if only a single bolt/set of chassis holes is utilized.*
 - 215.5.10 The use of any "changeable specification mounting component" design is NOT permitted. This includes, but is not limited to:*
 - The use of changeable plates incorporating the mounting holes.*
 - Multiple mounting locations that would require the removal and installation of different length link bars.*
 - Adjustable length link bars. (The normal small range of link bar adjustment provided by a standard design rose-joint is permitted).*
 - Vertically mounted bolts for rose-joints with changeable varying thickness washers/spacers.*
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Vertically Mounted Bolts

- The existing rules, as detailed in the published 2015 rulebook, clearly state that the use of vertically mounted bolts, with removable/replaceable spacers and washers is NOT permitted. Such a design would provide a minutely adjustable mount, and is a changeable specification, both expressly outlawed in rules 215.5.6 and 215.5.10 respectively.

The following example of such an installation is therefore NOT permitted:



This particular example can be simply rectified by replacing the aluminium spacer below the rose-joint with one of made of steel and permanently welding it to the mounting plate with a complete ring of weld. The same would need to be done to any spacer mounted above the rose-joint.

Continued overleaf.....

Link Bars and Mount Holes

- Concerns and questions have been raised about the legality of the location of rear-axle link-bars when the three mounting holes for the upper link-bar and three mounting holes for the lower link-bar are lined up adjacent to each other. This is illustrated by the following photos.



- Rules 215.5.3 to 215.5.5 state that a MAXIMUM of 3 mounting holes are permitted for each link-bar.
- In the above examples, with the upper link-bar in the chosen position, the lower link-bar has 5 holes in the left-hand picture that it can potentially be mounted to, and 4 holes in the right-hand picture. In both cases the lower link-bar is mounted in one of the upper link-bar's holes.
- Although this practice is not explicitly detailed in the wording of the 2015 rulebook, it is in contradiction of the rules permitting a maximum of 3 mount holes per link-bar, and is therefore NOT permitted.
- For the avoidance of doubt.....** where the rear axle link-bar mounting holes on the chassis, and/or the axle, are positioned such that they could be utilised by either of the link-bars on the side of the car in question, then the **upper link-bar** is ONLY permitted to be mounted in the **upper 3 holes**, and the **lower link-bar** is ONLY permitted to be mounted in the **lower 3 holes**.
- This clarification is issued with IMMEDIATE effect.