



Start of Season 2016 Newsletter

Technical Update

8th March 2016

Version 1.0

(E&OE)

The following information was unfortunately missed out from the “Start of Season 2016” Newsletter recently published and mailed to drivers. This document seeks to ensure that all drivers receive the information that should have been included in a Technical Update.

ORCi Safety Equipment Specification

- The ORCi 2016 Safety Equipment Specification rules have been updated and published on the ORCi website: <http://orci.co.uk>.
- The specifications, in their new format, have also been included in a separate section of the 2016 BriSCA F2 rulebook, starting at page 101.
- The changes from the 2015 specification are summarised as follows:
 - Helmets conforming to the Snell SA2015 standard are now permitted for use.
 - Helmets conforming to the Snell SAH2010 standard are formally permitted (this is certification of the SA2010 standard with FHR devices).
 - Helmets conforming to the Snell SA2005 standard will NOT be permitted after the end of 2016.
 - Safety clothing must be worn over the top of any other clothing, and therefore the hood of any hooded top worn MUST be tucked inside the driver's race-suit.
 - Harnesses MUST be installed according to the manufacturer's installation instructions using only approved mounting components and methods.
- Drivers are urged to study the ORCi safety rules in detail, and ensure conformance at all times.

Inner-Tubes

- Following some great driver feedback, two new rules clarifying the use of inner-tubes have been added to the 2016 rulebook (page 57).
- The first rule just formalises existing acceptable practice, while the second aims to restrict the use of costly non-stock devices.

- New inner-tube rules:
 - 217.7 The use of a standard rubber inner-tube as a method of inflating and maintaining pressure in a tyre is permitted.
 - 217.8 The use of a specialist bead-lock inner-tube, inner-liner, or any other internal device within a tyre is NOT permitted.
-

Wheel Guards

- Additional clarification for wheel-guards has been added in the 2016 rulebook (page 46) as follows:
 - 206.1 A **single** solid steel wheel guard **MUST** be fitted around the offside (right) rear wheel, from the rear bumper to the nerf-rail.
 - 206.2 The wheel guard **MUST** be similar in dimensions to the Ford Transit or Ford Escort rear leaf spring **with a MAXIMUM permitted height of 3in (75mm)**.
 - It should be noted that a range of Escort and Transit leaf springs have been measured in setting this rule, with observed dimensions ranging from 2 3/8 in to 3in.
-

Future Technical Discussion

- The BDF (BriSCA F2 Drivers' Forum) representatives, other drivers, and car constructors, have all raised a number of technical items for consideration going forward; these will be reviewed in the coming months.
 - A full list of items for consideration will be published in due course so that all drivers are given the opportunity to make their views known to the BDF representatives in advance of any discussions taking place.
 - As an example, issues already raised include left-foot braking and rear axles.
 - It should be noted that the BDF is not a vehicle for decision-making, but gives drivers the opportunity to formally express their opinions on technical issues being considered by BriSCA F2, before any implementation decision is made.
 - Amongst its other aims, the BDF allows drivers to provide input to the decision-making process that will naturally encompass promoters, car-constructors, the ORCi, scrutineers, H&S representatives, and other parties as appropriate.
-