



Technical Clarification Statement

Use of the 2.0-litre Ford Duratec Engine

30th July 2016

Version 1.0 Final

(E&OE)

Introduction

BriSCA F2 has been asked to clarify the use of the 2-litre Ford Duratec test engine, specifically in relation to qualifying rounds for championship events. The following statement is therefore issued to answer any queries.

2.0-litre Ford Duratec Engine Usage

- The 2.0-litre Duratec engine was only ever permitted as a test engine, with specific permission being required from BriSCA F2 in order to use it.
- The 2.0-litre Duratec engine has not been deemed a successful experiment and therefore, as published at the end of section 232 in the 2016 rulebook, its use will NOT be permitted after the end of the 2017 season.
- As per the statement issued on 1st December 2014, the engine may NOT be used in the following championship events:
 - World Championship Final
 - World Championship Semi-Finals and Consolation Semi-Final
 - British Championship
 - European Championship
 - Ben Fund Trophy
 - F2 Challenge Trophy
 - Grand National Championship
 - F2 Nationals
 - English Open Championship
 - Scottish Championship
 - Irish Open Championship
 - UK Open Championship
 - World Cup
 - World of Shale Final
 - F2 Shootout

The full statement can be found on the BriSCA F2 website using the following link:

http://briscaf2.com/_assets/documents/2014/2014-12-01%20-%202015%20duratec%20statement%20-%20v1.0.pdf

- Where an entire meeting forms the championship event, e.g. the meeting is made up of a number of qualifying heats to determine eligibility and/or the grid for the Championship final, such as the British Championship, then the 2.0-litre Duratec engine is NOT permitted to be used at ANY time in ANY race in that meeting.
 - Where a championship race is just one stand-alone race in a meeting, e.g. the BriSCA F2 World-Final (which is often counted as heat 3), then the 2.0-litre Duratec engine IS permitted to be used by approved drivers in any of the support races (e.g. heats 1 & 2), but NOT in the championship event itself (if the driver has qualified for it).
 - The 2.0-litre Duratec engine IS permitted to be used at stand-alone qualifying rounds for the major championship series, e.g. the BriSCA F2 World Qualifiers, or World of Shale qualifiers, but it is subject to the following:
 - A driver using the 2.0-litre Duratec engine at a championship series qualifying round is NOT eligible to score qualifying points for that championship. He/she will though retain any prize-money or trophies for the results he/she earns. For example, a driver cannot score points towards a World Championship semi-final spot by using a 2.0-litre Duratec engine at a WCQR.
 - A driver using the 2.0-litre Duratec engine at a championship series qualifying round IS eligible to receive national/grading points for any point-scoring places gained.
 - BriSCA F2 confirms that those drivers who were given permission to run the 2.0-litre Duratec engine on an experimental basis should be permitted to run at all domestic meetings and championship series stand-alone qualifying rounds (WCQR, WoS QR, World Cup QR), however they are NOT eligible to score qualifying points for the championship series if using the 2.0-litre Duratec engine.
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ENDS