



Technical Statement

2017 Rulebook Corrections

10th March 2017

Version 1.0 FINAL

(E&OE)

Introduction

Regretfully, a small number of errors are contained in the printed version of the “BriSCA F2 2017 Car Construction Regulations and Drivers’ Information” rulebook.

The corrections, in line with rule change information previously published to all drivers on 19th October 2016, are noted below (with rule numbers as they appear in the 2017 rulebook), and are applicable immediately.

BriSCA F2 apologises for any confusion caused.

Rule 203.6.11

– Use of non-metallic sections in engine cover construction.

This rule is NO LONGER APPLICABLE, and can be ignored.

The use of metal, Kevlar and/or fibreglass in the construction of the main removable engine cover is permitted and is no longer restricted to a maximum of 51% (by area).

Rules 215.5.3, 215.5.4, 215.5.5, and 215.5.8

– Limitation on the number of rear axle link-bar mounting holes

These four rules are NO LONGER APPLICABLE, and can be ignored.

The restriction on the maximum number of rear-axle link-bar, Panhard-bar and/or Watts-Linkage mounting holes (previously limited to three holes per bar end) has been lifted.

All other rules regarding the mounting of the rear axle, and link bar locations, remain in force.

Rule 233.18.6

– Permitted 2.0-litre Zetec Engine Sump Types

The text of this rule should read as follows:

233.18.6 - Black-Top Sump – Replacement of the lower tin component of permitted standard “Black-Top” Ford sumps (as detailed above) with a fabricated part, to increase oil capacity, is permitted.

The previous 5-litre maximum capacity limitation has been removed from this rule in line with all other permitted 2.0-litre Zetec engine sump types.

- Ends -