



BriSCA F2 Promoters / BDF Meeting 16th May 2017 Technical Discussion Notes Version 1.0 FINAL (E&OE)

Introduction

- A meeting was held between BriSCA F2 promoters and selected invited members of the BDF on Tuesday 16th May 2017 at the Great Barr Hotel, Birmingham.
- The meeting included a large amount of productive discussion around various topics including the running of the sport, fixtures, discipline, and technical matters.
- This document summarises the **technical matters** discussed, and suggestions made for further review.
- It should be emphasised that **NO decisions on technical matters** were taken at this meeting. Technical issues/suggestions were simply highlighted to those present, discussed around the table, and carried forward for further review as part of the “2018 and beyond” rules process.
- A very similar process for rule changes to that undertaken in 2016 will again be adopted in 2017:
 - Proposed changes (from any party – e.g. promoters, drivers, constructors, engine-builders) must be submitted by a given deadline
 - Proposals will be circulated for feedback
 - Discussions will be held and any changes agreed
 - Any changes will be published well before the end of the season

Scrutineering

- **Standards** – Scrutineering standards were reviewed, with some examples of good and bad practice being highlighted.
- **Resources** – It was recognised that, especially at well-attended meetings, the job of pre-meeting scrutineering/safety-checks is too much for a single person.
- **Review** – It was agreed that scrutineering practice and resourcing would be reviewed at tracks where necessary.
- **Respect** – The lack of respect from a small number of drivers when dealing with officials was highlighted. Whether a driver agrees with a rule or not, if a scrutineer highlights something that does not conform to the current rulebook then a driver should accept the decision and remedy the issue as required. Drivers may question the validity of a rule, or make a change proposal, however this should be done (i) through the BDF, (ii) directly to the BriSCA F2 Chief Technical Consultant, or (iii) through a promoter, and the matter can then be discussed appropriately following the process developed over the last few years.

Technical

- **Ground Clearance** – Suggestion was made that a minimum ground-clearance rule might benefit the sport (as implemented in BriSCA F1 and Saloon Stock Cars).
- **Engine Covers** – The use of vents/holes in engine covers, in contravention of rule 203.6.9, particularly on shale was discussed, along with proposals to permit certain holes to help prevent engine overheating.
- **Nerf Rail Widths** - The current rule on the width of nerf rails in relation to the edges of the wheels was agreed to be ambiguous in the current rulebook. A suggestion was made that this rule may be redundant and could perhaps be removed from the rulebook in the future. None of the attendees saw this as being an issue.
- **Nerf Rail Depth** – A suggestion was made that the nerf rails should be deeper along their entire length, not just the 100mm depth for the rear-most part.
- **Front Bumpers** – It was suggested that if nerf-rail rules were to be changed then the front bumper rules should be reviewed in conjunction with them.
- **Tyres** – The issue of tyre softener was raised again, both its use, and the wording of the rulebook. The BriSCA F2 Chairman, Steve Rees, agreed to follow up some of the issues raised with Daz Kitson.
- **Brakes** – It was suggested that brakes and the braking system be included in a “tarmac review”.
- **Floors / Prop-Hoops** – It was agreed that where a steel floor is fitted such that it extends rearwards from the firewall and then upwards towards the seat, then such a floor does NOT constitute one of the required prop-shaft hoops and that separate retaining hoops must be installed as per rulebook section 219.5.
- **Batteries** – It was proposed that a single larger “075” type battery be permitted, instead of two 063 batteries, to help with restarting a vulnerable stalled car with a hot engine, especially on shale.
- **Fuel Supply** – The meeting was advised that a fuel supply process, similar to that undertaken at Mildenhall in 2016 would again be used for the World Final at Kings Lynn in September. The BDF drivers expressed a desire for more random and unannounced fuel checks/supply to be undertaken.
- **Chassis Plating and “Ballast”** – It was suggested that the use of large amounts of steel plating in side-pod areas be reviewed. The question was raised “Is this really needed in a stock car?”
- **Elite Gearboxes** – It was proposed by a number of attendees that Elite gearboxes (or similar) should no longer be permitted.
- **Domed Roll-cages** – Rule 203.3.3 states
“The roll-cage MUST be constructed from two main hoops running up from the main chassis rails, over the height of the driver’s head, and back down to the chassis rails again.”
Attendees were advised that at a recent Stoke meeting, over half the cars present had a “domed” style roll-cage/roof where the driver’s head/helmet extends in to the dome, above the level of the main front to rear roll-cage hoops, and therefore do not conform to the rules.
- **Roof Colour Enforcement** – A high level of inconsistency in the application of roof colour rules was highlighted as leading to recent issues with some tracks permitting cars to race as normal while others enforced drivers starting at the rear of the grid, as per the rulebook.
 - It was highlighted that scrutineers often ignore roof colours if they are time-constrained to get all safety checks completed prior to a meeting.
 - It was confirmed that although a scrutineer may pass a car as being safe to race, ultimately it is down to the meeting Steward to enforce on-track procedures and therefore make drivers start at the rear of the grid if their cars do not conform to the grading colour rules.

- **Roof Colour Changes** - Some proposals were put forward to help alleviate grading colour issues, including banning the use of grey/silver as a permitted colour on the roll-cage/roof/wing. There was overwhelming support (though not unanimous) at the meeting for a proposal to scrap the existing rules and rely solely on the aerofoil colour as the indicator of grade. There would of course, IF such a proposal were to be adopted, need to be provision for cars constructed without an aerofoil, or those that employ a “Superstox-style” rear wing.
- **Weights** – A proposal to set car weight limits to include the driver was discussed. Although it was generally thought to be more difficult to achieve, implement, and enforce, it was agreed to undertake some research work to gather data to enable an informed decision to be made.

Engines

- **Zetec Engine Claim** – If the Zetec engine claim rule is to be reintroduced (it is currently suspended) then the wording of the rule should be changed, as price disparity on new crate engines currently exists between different countries where BriSCA F2 Stock Car racing takes place. It was suggested that the sump be additionally included in the claim package; a figure of £260 was stated.
- **Zetec/Pinto Engine Performance** – Some testing has been undertaken in regard to the disparity (especially on tarmac) between Zetec and Pinto engines, but more is required. It was generally agreed that all cars were too fast, especially on tarmac, to produce the weekly quality of racing that the paying public wish to see. As both the Zetec and Duratec engines currently employ rev-limits within their respective ECUs, then a suggestion was made to investigate what OMEC (the Zetec ECU supplier) could do for the Pinto engine in this area. Other suggestions included a lower weight limit for Zetec-engined cars, or the use of a larger size carburettor.
- **What Next After Zetec?** – The 2.0-litre Zetec engine production run by Ford was nothing like as extensive as that for the Pinto, so a general question was raised as to what do BriSCA F2 do next beyond the current Zetec specification?

Safety Items

- **Safety Markings** – The positional marking, or rather lack of it, for electric and fuel cut-offs was highlighted as being a constant issue with drivers.
- **Fuel Tank Protection** – The lack of fuel tank protection, as per rule 222.2.10, was highlighted as being a common issue with shale cars (tarmac cars tend to build inside weight in to cars by including a lot of protection around side-mounted fuel tanks).
- **Firewalls** – The absence of firewalls, or presence of large holes in firewalls, was noted as being a commonly observed issue this season.
- **Cast Flywheels** – The safety and integrity of original Ford cast flywheels was raised as a potential issue as a number of other formulas are outlawing such items on safety grounds.

- Ends -