



Technical Statement General Reminders & Clarification 10th August 2017 **Version 1.0 (Published)** (E&OE)

Introduction

As the BriSCA F2 season heads rapidly toward its business end, with many of the sport's biggest titles up for grabs over the next couple of months, this document seeks to:

1. Remind drivers, constructors, and engine-builders of a number of key rules.
2. Clarify some existing rules for the avoidance of any doubt.

It is worth highlighting again that the overriding principle of the BriSCA F2 rulebook is...

If it does not state that you can do it, then you can't.

Rules 200.4 and 200.5 state:

200.4 Unless a rule explicitly states an action can be taken, a modification made, or a replacement part sourced / manufactured, then such actions / modifications / replacements are NOT permitted. This is the overriding principle for ALL technical rules.

200.5 Unless these published rules explicitly state something can be implemented, then it CANNOT.

Carburettor Modifications

Rules 231.11.4 (Pinto) / 232.11.4 (Duratec) / 233.16.4 (Zetec) state:

231.11.4 / 232.11.4 / 233.16.4

Modifications to the carburettor body and/or original design are NOT permitted.

Drivers and engine-builders are therefore reminded that unless any other section of the carburettor rules explicitly permit a modification, then modifications are NOT permitted.

Some examples of modifications that are NOT permitted include, but are not limited to:

- **Reaming the auxiliary venturi for smoothness and/or enlargement**
- **Modifying the butterfly valve shaft(s) to remove material (e.g. one side of the shaft)**
- **Swapping original parts with non-original specification after-market replacements**

Carburettor / Manifold – Gaskets & Insulator Block

Rules regarding the gaskets and insulator block between the carburettor and inlet manifold currently state:

Pinto	231.10.2	Carburettor and inlet manifold gaskets MUST be of the original type.
	231.11.6	All gaskets MUST remain standard and original in design and manufacture.
	231.11.7	A single original specification insulator block with two gaskets MUST be fitted between the carburettor and the inlet manifold (the combined total thickness is approximately 5mm depending on the compression of the gaskets).
Duratec	232.10.2	Carburettor gaskets MUST be of the original type.
	231.11.6	All gaskets MUST remain standard and original in design and manufacture.
	232.11.7	A single original specification insulator block with two gaskets, as fitted in the Ford Pinto application, MUST be fitted between the carburettor and the inlet manifold (the combined total thickness is approximately 5mm depending on the compression of the gaskets).
Zetec	233.16.6	All gaskets MUST remain standard and original in design and manufacture.
	233.16.7	A single original specification insulator block with two gaskets, as fitted in the Ford Pinto application, MUST be fitted between the carburettor and the inlet manifold (the combined total thickness is approximately 5mm depending on the compression of the gaskets).

Drivers are reminded that modifications to the insulator block are not permitted (as it would then no longer conform to the “original specification”).

Such modifications that are NOT permitted include, but are not limited to:

- **Enlargement of the insulator block aperture.**
- **Rounding off, or smoothing off, the edges between the top and bottom faces of the insulator block and the “wall” of the aperture. A clearly defined edge MUST be present.**

Pinto – Camshaft Follower Retaining springs

There is NO provision in the current rulebook for the use of heavy-duty non-standard camshaft-follower retaining springs.

Standard original-specification camshaft-follower retaining springs must be used.

Pinto – Cylinder Head Bolts

Current Ford Pinto engine rules permit the surfacing of both the cylinder block (rule 231.3.4) and the cylinder head (231.7.1). In order to achieve the required torque when securing a surfaced cylinder head to a surfaced block, some deviation from the original Ford engine design is therefore necessary.

For the avoidance of doubt BriSCA F2 wishes to clarify that the following methods of achieving correct head torque with a surfaced head / block are acceptable:

- Original Ford specification cylinder-head bolts may be shortened to suit the engine specification. (No other modifications are permitted)
- The threaded holes in the block may be deepened so that original Ford specification cylinder-head bolts do not bottom-out before correct head tightness is achieved.
- A washer may be used under the heads of original Ford specification cylinder-head bolts to ensure they do not bottom-out before correct head tightness is achieved.

The use of non-standard, or non-original Ford specification cylinder-head bolts is NOT permitted. Examples include, but are not limited to:

- **ARP bolts**
- **Studs**
- **Socket-cap bolts**

Pinto – Cylinder Head Combustion Chamber

Drivers / Engine-Builders are reminded of rule 231.2.2 that states:

231.2.2 – The removal or addition of ANY material from or to the combustion chamber and/or ports is NOT permitted unless specified below.

The only permitted material removal is within the inlet and exhaust ports, between the valve seat and the valve guide, excluding the first 19mm in to the port from the manifold face of the head (refer to diagram 13 in the 2017 rulebook).

Seat Mounting

Drivers are reminded of rules 210.2.2 to 210.2.4, which state:

- 210.2.2 The seat **MUST** be securely fitted to the car along the car's centre-line.
- 210.2.3 Central fitment is measured by taking the distance from the transverse horizontal centre of the seat to the inside edge of the main chassis rail. This distance **MUST** be equal on both sides of the car to within a tolerance of +/-10mm, i.e. the two measurements **MUST** be within 10mm of each other. **BOTH** the front and rear edges of the seat **MUST** be within the stated tolerances.
- 210.2.4 The seat **MUST** be upright when viewed from the front or rear of the car.

The 10mm tolerance should not be treated as a starting point for offsetting the seat, but as the limit of tolerance to allow for such things as inaccuracies in installation and measurement, and "bolt-float" within mounting holes.

Deliberately offsetting the seat to gain additional inside weight is NOT permitted.

- Ends -