



# Mildenhall Stadium / BriSCA F2 Statement British Championship Post Race Inspection 13<sup>th</sup> May 2018 **Version 1.0 (Published)** (E&OE)

Following the 2018 British Championship staged at Mildenhall Stadium, the top three finishing cars of #647 Chris Burgoyne, #905 Robert Mitchell, and #H136 Rick Lenssen, were subjected to a more detailed technical inspection as befitting the prestigious title.

BriSCA F2 were pleased to confirm that no technical issues were identified on any of the top three finishers, and therefore the on-track result was declared as official.

The main checks carried out (though not an exhaustive list) can be summarised as follows:

- Engine / Seat offset
- Wheel offsets and sizes
- Shock absorbers and springs
- Wishbones and suspension configuration
- Exhaust system
- Pedals
- Ballast
- Bell-housing
- Brake system – Calipers, adjustment devices, master cylinders, discs
- Carburettor and inlet manifold
- ECU installation and seals (2<sup>nd</sup> & 3<sup>rd</sup> place) & ECU calibration test (2<sup>nd</sup> place)
- Cylinder head – 1<sup>st</sup> place (Pinto) – Head removal – Checks of ports, valves, valve springs, followers, strapping, head-bolts
- Cylinder head – 2<sup>nd</sup> place (Zetec) – Head removal – Checks of ports, valves, valve springs, head-thickness, camshafts, camshaft timing & pulleys
- Cylinder block – Bore, stroke, and piston height to deck (1<sup>st</sup> place Pinto, & 2<sup>nd</sup> place Zetec)
- Lubrication and cooling systems
- Drive belts and pulleys

BriSCA F2 wishes to acknowledge the helpful and respectful attitude of the drivers and teams involved in the checks, and the patience of #7 Gordon Moodie (4<sup>th</sup> place), #441 Micky Branston (5<sup>th</sup> place), #H381 David Polley (6<sup>th</sup> place) and their teams for remaining at the track until required checks were completed on the top three finishers.

## **Zetec ECU**

The Zetec ECU of second place finisher Robert Mitchell was swapped with a BriSCA F2 supplied unit and returned to OMEX for calibration checks. OMEX subsequently confirmed the ECU to be as originally supplied / configured, with no evidence of any physical or electronic tampering. The original ECU has now been returned to Mr. Mitchell.

- Ends -