



BriSCA F2 Official Statement

2.0-litre Ford Pinto Rev. Limiter Rules Update

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(E&OE)

The mandatory rev. limiter for the 2.0-litre Ford Pinto engine has now started shipping to drivers who have pre-purchased through the BriSCA F2 office.

A comprehensive set of installation and wiring instructions will be included with each rev. limiter.

Following feedback from OMEX as a result of testing with drivers and members of the BDF, and their documented installation requirements, it is necessary to issue the following updates to the rev. limiter section of the 2018 Technical Car Specification Rules.

Wiring – Rule Amendment

OMEX recommend keeping the wiring as short as possible; therefore rule 231.16.15 is modified as follows, with immediate effect.

231.16.15

231.16.15.1

Any modification of the wiring loom, and/or associated components, other than as described below, including but not limited to shortening, lengthening, or otherwise altering them, is NOT permitted.

231.16.15.2

Shortening the length of the original supplied wiring, from

- (a) the 5-way connection plug to the Motorcraft (or equivalent) amplifier module,*
 - and*
 - (b) the 6-way connection plug to the distributor (2 wires), coil (2 wires), positive feed (1 wire) and earth(1 wire)*
- only, as per the OMEX installation instructions, is permitted.*

Coil – New Rules

In order to minimise electrical interference, and ensure a correctly configured ignition system, the following new rules will be effective immediately on all cars fitted with the rev. limiter.

- 1. The use of the coil positive feed terminal as a distribution point is NOT permitted.*
- 2. The ONLY permitted wiring connections to the coil are as follows:*
 - (i) Pink wire from the 6-way connection plug to the “positive” terminal*
 - (ii) Yellow wire from the 6-way connection plug to the “negative” terminal*
 - (iii) HT wire from the centre of the distributor to the “HT” terminal*
 - (iv) An optional connection from a rev. counter to the “negative” terminal*

Note: Any car with a terminal on the coil currently wired up as a distribution point will need to have that distribution point moved away from the ignition system.

Ignition Amplifier (Ignition-Modules/Black-Boxes)



It is virtually impossible to test against every make/model of ignition amplifier available or in use; however drivers and members of the BDF have been instrumental in testing against the most common items as follows:

- Motorcraft (Ford original)
- Intermotor
- Lucas
- Generic unbranded replacement unit supplied by Randall Motorsport

While the original Motorcraft unit is generally considered to be the highest quality of those available, all four of the units tested performed as required and are therefore suitable for use.

Drivers are reminded that as per rules 230.7 and 231.2.1, all engine parts and components must conform to the original UK specification of the permitted engine type (in this case, the Ford 2.0-litre Pinto) unless explicitly permitted. The use of non-original components, or those designed for engines/vehicles from manufacturers other than Ford (e.g. a Peugeot or Vauxhall) is not permitted.

Distributor

OMEX advise that the distributor must be the standard Pinto electronic ignition component, as per existing rule 231.16.7.

A “points” type distributor will not work with the rev. limiter unit, and is therefore not permitted. Such mechanical distributors are extremely rare, if not completely absent, in BriSCA F2, and therefore this stipulation is not expected to cause any issues.

Location

As per rule 231.16.14, the rev. limiter must be located where it can be easily accessed by scrutineers for testing and/or replacement.

231.16.14

The rev. limiter MUST be located in an easily accessible position, allowing access to it at any and all times by BriSCA F2 representatives and registered scrutineers only.

- Ends -