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## 2.0-litre Ford Pinto Rev. Limiter Update 2 – End of Season 2018 18<sup>th</sup> December 2018 **Version 1.0 (Published)** (E&OE)

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### Introduction

As promised in “Update 1 – End of Season 2018”, published on 19<sup>th</sup> November 2018, BriSCA F2 wishes to provide a further update to drivers on the results of the recent testing of Rev. Limiters by OMEX Technology Systems Ltd. (subsequently referred to as OMEX), and the implementation plan for 2019.

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### 2019 Implementation

Use of the standard Rev. Limiter on ALL 2.0-litre Ford Pinto Engines raced in BriSCA F2 will be mandatory from 1<sup>st</sup> March 2019.

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### Testing

#### **Daz Shaw (#377)**

- Testing of the Rev. Limiter revealed no issues with the unit.
- Inspection of the wiring harness identified a sensor wire that had chafed through to the conductor, and another wire also with chafing marks, although not through to the conductor.

#### **Sam Wagner (#823)**

- Testing of the Rev. Limiter revealed no issues with the unit.
- Additional tests were carried out on the driver's ignition coil and amplifier – no fault could be found.
- The amplifier plug was missing from the wiring harness supplied to OMEX, so the driver's full wiring harness could not therefore be tested.

#### **Carl Issit (#103)**

- Testing of the Rev. Limiter revealed a failed input filter – a “generic” component that is used across a wide range of OMEX products, and not specific to the BriSCA F2 rev. limiter.
- There have been NO other failures of this component that OMEX are aware of, either in the past, or within the current production batch – this includes OMEX's retail Rev. Limiters and Shift Lights, as well as the BriSCA F2 units.
- OMEX cannot identify anything as being the cause of the failure, and believe it to be a random failure of the generic component part.

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**Neil Langworthy (#740) / Eddie Darby (#67)**

- The Bill Batten owned car, raced by Neil Langworthy and Eddie Darby, was taken to OMEX on 31<sup>st</sup> July 2018 where it was tested on their rolling road facilities. No issues were identified with the Rev. Limiter.
- Issues were identified, however, with the wiring of the car.
- A full new wiring harness was created and fitted; following which any observed misfire was eradicated.
- This car has raced for the remainder of the 2018 season **WITH** the Rev. Limiter fitted, and **NO problems** have been experienced whatsoever.

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**Refunds For Rev. Limiters No Longer Required – UNUSED and NEVER Fitted**

- Drivers who purchased a Rev. Limiter **during 2018**, which is now no longer required – for example, if the driver has switched to a Zetec engine, or if the driver has retired from racing – can request a full refund **IF the Rev. Limiter has NEVER been fitted to a car.**
  - A Rev. Limiter which has **never been fitted to a car**, and which is still in its **original supply packaging**, should be returned to the following address if a refund is required:  
BriSCA F2  
Nylands  
Charlton Horethorne  
Sherborne  
Dorset  
DT9 4NG
- Remember to include details of your name, racing number, and address to which the refund should be sent.
- Refunds will be issued by way of a cheque

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**Refunds For Limiters No Longer Required – FITTED and USED**

- Drivers who purchased a Rev. Limiter **during 2018**, which is now no longer required – for example, if the driver has switched to a Zetec engine, or if the driver has retired from racing – can request a refund **IF the Rev. Limiter has been FITTED to a car and USED.**
  - A Rev. Limiter that **HAS been fitted to a car**, should be returned along with its associated wiring to:  
BriSCA F2  
Nylands  
Charlton Horethorne  
Sherborne  
Dorset  
DT9 4NG
- Remember to include details of your name, racing number, and address to which the refund should be sent.
- Refunds will be issued by way of a cheque

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**“Master” Wiring Harness**

- Despite repeated invitations for drivers experiencing problems since fitting a Pinto Rev. Limiter, to take their car to OMEX, not one single driver has done so.

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- OMEX have now produced two “Master” wiring harnesses – fully tested, with refurbished plugs (to fit direct to the distributor and the ignition module) – that will allow a car’s ignition system to be tested with a known good wiring configuration.
- A “Master” Harness can be made available to any driver who believes they have any problem, to facilitate the testing of the section of their electrical system between the distributor and the ignition module.
- Any driver wishing to make use of this facility should contact the BriSCA F2 Secretary, Graham Bunter:
  - Email: [graham@mendipsraceway.com](mailto:graham@mendipsraceway.com)
  - Phone: 01963 220028

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### **Plug & Play Wiring Harness (Optional)**

- OMEX have indicated that they would be willing to produce an **optional** ‘plug-and-play’ version of the Rev. Limiter to include a bespoke wiring harness that simply connects to the existing components on the car (Coil, Amplifier “Black Box”, Distributor, etc.), if required.
- OMEX have advised that further test results from the use of the Master wiring harnesses (to confirm wiring issues) are required before producing plug-and-play units (to ensure unnecessary additional cost is not incurred).
- The production of such plug-and-play harnesses would rely on the refurbishment of original amplifier and distributor connector plugs (replacing electrical connectors within them) that connect to the ignition components. Such items would need to be supplied by the driver for refurbishment (\*see additional detail below).
- Finalised details will be provided in a subsequent update once OMEX have reviewed the results of the additional testing required by drivers with suspected issues (as noted above).
- The cost of the optional ‘plug-and-play’ harness is estimated to be around £65.

#### **\*Additional detail noted by OMEX**

- At this stage OMEX have provided a DRAFT indication of the likely requirements for any driver wishing to take up the option of a ‘plug-and-play’ version of the Rev. Limiter package (to include the optional bespoke wiring harness).
- The current proposed pre-requisite requirements are as follows:
  - Driver to supply 2x “6-way” amplifier connector plugs with minimal wiring (to guard against possible cracking of old brittle connectors during the refurbishment). Unused connectors will be returned to the driver.
    - Each 6-way connector plug must have AT LEAST 25mm (1in) of cable still attached to each connector terminal (to aid terminal removal).
  - Driver to supply 2x “2-way” distributor connector plugs and attached wiring.
    - Each 2-way connector plug must have as much wiring as possible still attached to it (to maximise the chances of being able to find good non-corroded cooper wire under the sheathing). It is not possible to replace the terminals in these 2-way distributor connectors.
  - Each connector plug must be clearly and permanently marked with the driver’s race number.
    - This will ensure that a driver supplying quality donor components does not receive back poor components supplied by another driver.
  - The connector plugs must be thoroughly cleaned (not just the worst of the shale knocked off) prior to supplying to OMEX
    - An additional charge is likely if OMEX have to spend time cleaning components prior to being able to use them.

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### **Back Orders**

- Rev. Limiters on “back-order” that have been paid for are now being dispatched.

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