



Technical Car Construction Regulations 2019 Information and Correction

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**Document compiled on behalf of BriSCA F2 by: Adrian Blackwell
BriSCA F2 Chief Technical Consultant**

Summary

- The opening weekend of the 2019 season saw a frenzy of activity on social media regarding a couple of the new/changed technical regulations in force for 2019.
- The situation developed beyond what was necessary with some drivers believing that additional major changes would be required to their cars. **This is NOT the case.**
- This statement seeks to address the two issues and assure drivers that there is no need for further changes.

Undercarriage / Lower-Chassis

- Regulation **203.4.1** states:
An undercarriage/lower chassis in a tubular space-frame design may be constructed underneath the main chassis rails for the purpose of mounting suspension components, installing floor sections, mounting the engine and transmission, and/or protecting the driver.
- Regulation **203.4.5** goes on to state:
The undercarriage/lower-chassis must be constructed from steel hollow section (CHS, SHS, RHS or OHS), and be fully welded to the main chassis rails. The construction of the undercarriage/lower chassis from steel plate is not permitted.
- Although typically round, tube may also be square, rectangular or oval, depending on the dictionary of choice, and regulation 203.4.1 details the general design and purpose of the undercarriage/lower-chassis.
- Regulation 203.4.5 is thus provided to explicitly state that CHS, RHS, SHS or OHS may be used in the construction of the undercarriage/lower-chassis (as was highlighted in the announcement of technical regulation changes back in October 2018).
- Drivers therefore need not worry about the construction material of their undercarriage / lower-chassis if it is constructed from square / rectangular box-section, as opposed to circular tube. Such undercarriage / lower-chassis constructions are perfectly acceptable (subject to all other regulations).

...continued overleaf...

Ballast

- Regulation 202.2.3 in the printed book unfortunately contains an error, which could have been confirmed at the time through a phone call or message to a BriSCA officer.
- Regulation 202.2.3 should read as follows:
 - The use of solid steel bar and or plate, exceeding the maximum 3mm permitted thickness stated above, is explicitly permitted for the following purposes:*
 - *Mounting steering components*
 - *Mounting suspension components*
 - *Mounting bolt-on bumpers*
 - *Mounting leaf-springs*
 - *Mounting wheel guards*
 - *Mounting brake master-cylinders*
 - *Front uprights / stub-axles*
 - *Engine mounts*
 - *Seat mounts*
 - *Seat protection plate*
 - *Headrest Plate*
 - *Prop-shaft hoops*
 - *Roof*
 - *Wing mounts*
 - *Nerf-rail to chassis mounting sacrifice plates (to prevent chassis leg damage when cutting off / welding-on nerf-rails)*
- Drivers do NOT need to replace current bumper, engine or wheel guard mounts, or any of the other permitted items listed above, where they exceed 6mm in material thickness (as was mistakenly published).
 - For example, substantial chassis mounting plates (8, 10 or even 12mm in thickness) for bolt-on bumpers are a necessity on shale cars given the quantity and force of contact when racing on such tracks. BriSCA F2 has no desire to revoke the use of such items.

Social Media

- Drivers are reminded that under the ORCi General Rules of Racing covering ALL formulas, comments made on social media that could be deemed as prejudicial to the sport may lead to disciplinary action.
- Drivers should contact the appropriate BriSCA F2 officer where information or clarification is sought on published rules and regulations. An appropriate official response can then be given and publicised more widely should it be deemed necessary to avoid unfortunate situations such as the one experienced.

- Ends -