



# 2024 Driver Information and Technical Car Specification Regulations Summary of Changes

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(On behalf of BriSCA F2)**

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## Introduction

- This document highlights the changes in BriSCA F2 Stock Car procedural and car construction regulations in the "*BriSCA Formula 2 Stock Cars 2024 Driver Information and Technical Car Specification Regulations*" book... commonly referred to as "The Rulebook".
- The changes are highlighted in the full published regulations; however, this document has been produced as a quick-reference guide for drivers, car constructors, and engine builders as to what has changed from 2023.
- Car construction changes were notified to drivers in December 2023, and the documents published now are simply the formal incorporation of the changes in to the full regulations.
- There is very little in the way of change for 2024:
  - Missing procedural regulations have been added to the Non-Technical section.
  - Necessary safety regulations have been added
  - Corrections or the addition of missing information
  - Advance warning of changes for 2025
- The changes documented here are listed in numerical regulation order, and are extracted directly from the MASTER regulations; they show ONLY the additional, changed, or removed regulations.

Any feedback / questions should be directed to the following:

- The BDF group via the contact section of the BriSCA F2 website, or direct email address:  
**Website contact form:** <http://www.briscaf2.com/information/contact-drivers-forum.ashx>  
**Email:** [forum@briscaf2.com](mailto:forum@briscaf2.com)
  - Adrian Blackwell, BriSCA F2 Chief Technical Consultant, directly via email:  
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# BriSCA Formula Two

## 2024 Technical Car Specification Regulations

### Summary of Changes

**Note:** All changes from the previously published 2023 version of the Technical Car Specification Regulations are highlighted in **red italics**. Any regulations that are no longer applicable are marked in ~~Strikethrough~~ text.

## Part 1 - Non-Technical Regulation Changes

### Definition of BriSCA F2 Stock Car Racing

Regulation added (previously missing):

#### **7. Definition and Aim of BriSCA F2 Stock Car Racing:**

*BriSCA F2 Stock Car racing is a form of contact motorsport, taking place on short-oval tracks, in which the aim for competitors is to cross the finish line first, at the end of the requisite number of laps, ahead of all other competitors. Competitors are permitted to nudge, hit, push, or spin other competitors out of their way in order to gain places in the race. Contact that is deemed to be dangerous and/or irresponsible may be penalised through the disciplinary process.*

### Rules of Racing – Starting Positions

Regulations added (previously missing):

#### **80. Starting Positions / Grid Formation – General**

*Unless an explicit grid formation method is specified, e.g. for a championship race, then all races will be gridded in graded order as follows:*

Front	C Grade	White Roof
	B Grade	Yellow Roof
	A Grade	Blue Roof
	Star Grade	Red Roof
	Superstar Grade	Red Roof/Amber Flashing Lights
	NPSC Champion	Silver Roof (Rear of Superstar grade)
	World Champion	Gold Roof (Rear of Superstar grade)
Rear	Novices	White Roof, Black Cross

*In a drawn grid for a World Championship Qualifying Round meeting Final the NPSC and World Champions must start in their drawn position within the Superstar grade, and not necessarily at the rear.*

*An appropriate gap must be left between grades, including between Star and Superstar which are two separate grades, to the satisfaction of the Steward of the Meeting. Any driver failing to maintain the gap between the front of their grade and the rear of the grade in front may be made to start the race at the rear of their grade (if the race is not officially started), or penalised by a number of docked places at the end of the race for a jumped start.*

*The Promoter, Steward of the Meeting, or Clerk of the Course, may use any suitable method to arrange/rearrange cars within grades on track to combat "pit-lane racing", or drivers failing to line up "in-out, row-by-row" (e.g. if the first 4 drivers on track in a grade line up on the inside line).*

#### **81. Starting Positions / Grid Formation – Novices**

*Novice drivers, competing in their first three meetings only, may elect to start races at the rear of the grid in order to gain experience before starting in their appropriate graded position in subsequent meetings.*

**83. Starting Positions / Grid Formation – Re-Run Races**

Where a race comprised of a standard graded order starting grid is completely restarted, drivers will restart within their respective grades, and no gaps will be left for any driver failing to restart.

*In a WCQR meeting Final, or any race with a specific grid order within grades, e.g. NPSC competitors at an NPSC round, any re-run should be re-gridded in its original drawn order. Missing drivers will be replaced with the next in the drawn order, and therefore some shuffling of drivers from inside to outside or visa-versa may occur.*

*In any championship race with a closed grid based on a qualified order, if the grid is re-formed for a complete re-run after the initial green flag has been shown, and there are drivers missing for any reason, all remaining drivers will simply move forward in their respective line to take up any gaps in the line-up. Drivers will NOT switch from inside to outside or visa-versa, and empty spaces will not be left.*

*In any championship race with a closed grid based on a qualified order, if the grid is reformed without a green flag having been shown, e.g. a false start, and any cars are missing for whatever reason, then the grid is reformed according to the regulations for particular championship in question. In such cases, overseas drivers starting on specifically defined rows of the grid, e.g. World Final, LCQ, World of Shale Final, will remain on the prescribed rows with UK drivers moving up as appropriate to fill in any required gaps.*

**Temporary Licences**

Regulation changed (for improved understanding):

**401 Temporary Licences**

**401.01** A restricted Temporary Licence is available for a driver to compete in a limited number of meetings.

**401.02** A Temporary Licence is valid for a MAXIMUM of three meetings *in any one season*. After this time the holder MUST upgrade to a Full Licence if they wish to continue racing *in that season*.

**401.03** A Temporary Licence costs **£50**.

**401.04** A Temporary Licence is NOT a cheap alternative to a Full BriSCA F2 Licence.

**401.05** The following racing conditions apply to the holder of a Temporary Licence:

- 401.05.01** The holder is NOT eligible to compete at a meeting that includes a championship event, unless such an event is held outside of the dates defined in Regulation 3 (Promotion of Meetings and Length of Season), and is therefore deemed "out of season", *e.g. the "Gala" meeting when held in late November. Meetings designated solely as one or more of the following do NOT count as Championship events for the purpose of this regulation:*
- *World Championship Qualifying Rounds*
  - *World of Shale Qualifying Rounds*
  - *National Points Series Championship Rounds (except the Finale)*
  - *Whites & Yellows Championship Final (Temporary Licence holder is NOT eligible to take part)*

**401.05.02** The holder MUST start all their races from the back of the grid

**Points**

Regulation added (previously missing):

***Eligible Meetings***

*UK grading points are scored only at meetings appearing on the official BriSCA F2 Fixture List, which includes any specifically named championships/meetings taking place at BriSCA F2 registered tracks in Northern Ireland and/or Mainland Europe (e.g. World Cup, Irish Open).*

*Separate points-tables and grading lists are maintained by tracks operating in Northern Ireland and Mainland Europe.*

*Points are scored only at official meetings open to drivers of all grades, irrespective of whether all grades are actually represented at the meeting. Grading and track-championship points will NOT be scored at meetings where bookings are restricted to only a limited number of grades, e.g. a White & Yellow grade only meeting, however, promotions/tracks may choose to include such meetings in any local championship series, e.g. their W/Y Series Championship points table.*

## **Grading**

Regulation changed (for improved understanding):

A driver who is suspended from racing during a grading period, *and remains suspended at the end of the grading period*, may not be downgraded, even if he has raced in at least 3 meetings during the grading period. When he returns to racing after his suspension, he will do so at the grade previously held, unless the following paragraph applies.

## **Composition of World Final**

Regulation changed/added (from a Consolation Semi-Final to a Last Chance Qualifier, allowing overseas drivers to compete for a place on the World Final grid):

10 cars will qualify for the World Final from each Semi-Final, leaving a balance of 36 cars eligible for the *Last Chance Qualifier (LCQ) race* ~~Consolation Semi-Final~~. Official Reserves who attend the Semi-Final meeting and do not get on the grid may *be eligible to race in the LCQ race, dependent on car numbers available* ~~race in the Consolation Semi-Final from the back of the grid. The Consolation Semi-Final will be formed based on the drivers' World Championship Qualifying Round scores – highest at the front – followed by the non-racing Semi-Final reserves – as above. 6 cars will qualify for the World Final from the Consolation Semi-Final, with 7th to 10th places becoming World Final Reserves.~~

### ***Last Chance Qualifier (LCQ)***

*The LCQ starting grid will be formed based on the drivers' World Championship Qualifying Round scores – highest at the front.*

*The grid will be made up as follows, with a minimum of 36 positions available:*

- Top 30 available non-qualifiers from the UK Semi-Finals (WCQR points order, not finishing position).*
- Top 4 available non-seeded qualifiers from Mainland Europe.*
- Top 2 available non-seeded qualifiers from Northern Ireland.*
- If required... additional non-qualifiers from the UK Semi-Finals, followed by any non-racing Semi-Final official reserves.*

*Overseas drivers will be seeded on rows 3, 6 & 9, with the top eligible Mainland Europe/Northern-Irish drivers on row three (inside/outside positions to be decided by a draw/coin toss), the second eligible Mainland Europe/Northern-Irish drivers on row six (inside/outside positions decided by a draw/coin toss), and the remaining Mainland Europe Drivers on row 9 in eligibility order.*

*Additional non-qualifiers from the UK, and non-racing Semi-Final reserves, will be used to make the grid up to the required number of cars, only as necessary.*

*Six cars will qualify for the World Final from the LCQ, with 7th to 10th places becoming World Final Reserves.*



## Part 2 – Technical Car Specification Regulation Changes

### General Regulations

Regulation added (for safety):

	regulations.
200.02.03	<i>Components should be installed according to installation instructions provided by manufacturers/suppliers to prevent operational, reliability or safety issues.</i>
200.02.04	<i>The use of ceramic bearings is NOT permitted anywhere on the car.</i>

### Chassis Design

Regulation added (previously missing):

	main rails equidistant from it at all points along its length.
203.02.08	<i>The main chassis rails MUST be joined to each other at the front by a transverse cross-member.</i>
203.02.09	<i>The main chassis rails MUST be joined to each other at the rear by a transverse cross-</i>

	centre line of the bumpers when viewed from the side.
<b>203.03 Main Chassis Materials</b>	
203.03.01	The main chassis rails, <i>front</i> and rear cross-members MUST be constructed of RHS or SHS with at least a MINIMUM size of 40mm x 40mm, and at most a MAXIMUM size of 70mm x 70mm.
203.03.02	The main chassis rails, <i>front</i> and rear cross-members MUST be constructed of RHS or SHS with a MINIMUM wall thickness of at least 3mm.
203.04	<i>Undercarriage/Lower Chassis</i>

### Roll-Cage Design

Regulation added (to prevent unwanted future development in this area):

	Refer to <a href="#">Technical Diagram 01</a> for a pictorial representation of the required material specifications.
	<b>Primary 7-Pillar Roll-Cage Structure Design</b>
203.05.01	The car MUST have an integral 7-pillar roll-cage, welded on top of the main chassis rails, to protect the driver.
203.05.02	<i>The roll-cage must be symmetrically mounted to the main chassis rails for each pair of pillars (front, middle and rear) when viewed from the front/rear of the car, although the pairs may differ from each other. Offset mounting of the roll-cage on the main chassis is NOT permitted.</i> <ul style="list-style-type: none"> <li><i>For example, if the LH front and middle pillars are mounted to the outer edge of the LH chassis rail (furthest from the centre-line of the car, nearest to the infield), then the RH front and middle pillars must be mounted to the outer edge of the RH chassis rail (furthest from the centre-line of the car, nearest to the fence). If the LH rear pillar is then mounted to the inner edge of the LH chassis rail (nearest to the centre-line of the car), then the RH rear pillar must be mounted to the inner edge of the RH chassis rail (nearest to the centre-line of the car).</i></li> </ul>
	<b>Note for 2025:</b> <i>A regulation explicitly prohibiting the construction of tilting roll-cages, asymmetrically leaning to one side or the other, will be added to prevent unnecessary development in this area. It is expected that the new regulations will state that the outer roll-cage structure (7 pillars &amp; window bars) must not lean towards one side, and must be symmetrical in design around the centre-line of the car.</i>

## Bumper Retention Fixings

Regulation changed (for safety):

### **Bolt-On Bumper Fixings**

**204.22** Bolt-on bumpers MUST be bolted to the chassis by a MINIMUM of four (in number) high-tensile bolts AND locking nuts, two on each side of the chassis, with a MINIMUM bolt diameter of 12mm.

**204.23** Bolt-on bumpers MUST have ~~a MINIMUM~~ of TWO secondary fixings, *one on each side of the bumper/chassis*, to prevent the bumper leaving the car should the mounting bolts break in an impact.

**204.23.01** Each secondary fixing MUST comprise of a steel chain made of MINIMUM 8mm, *MAXIMUM 13mm*, thick diameter links, with ends joined together by a MINIMUM 8mm, *MAXIMUM 13mm*, thick diameter steel shackle/link encompassing a threaded securing mechanism.

**204.23.02** The threaded securing mechanism MUST be fastened tightly.

**204.23.03** The use of locking-wire, or similar, to prevent the threaded securing mechanism from unscrewing, is permitted.

**204.23.04** The use of nuts, bolts and washers to join the ends of the chain is NOT permitted.

**204.23.05** Each secondary fixing chain MUST be wrapped *in a single loop* around BOTH the *front chassis cross-member, or the rear chassis cross-member/main chassis-rail*, and a suitable section of the *respective* bumper.

**204.23.06** *The use of additional bumper retention chains, or multiple loops around the chassis/bumper, acting as ballast or for any other purpose, is NOT permitted.*

## Driver Seating Position

Regulation changed, and note for 2025 added (for improved understanding):

### **210.01 Driver**

**210.01.01** The driver MUST be seated along the centre-line of the car.

*Note: The driver MUST be seated centrally within the seat, and therefore along the centre-line of the car. Offsetting of the driver's position within the seat is NOT permitted, now or in the future. Although the above wording currently implies (and means) that the driver must be seated centrally within the seat (which itself must be mounted centrally, see 210.02.03/04 below), explicit wording will be added in the 2025 regulations to state this.*

**210.01.02** The driver MUST be seated in front of the rear axle.

## Driver Exit

Regulation changed (for safety):

**210.01.03** ALL parts of the driver's body MUST be entirely behind the rear of the engine cylinder block.

**210.01.04** The driver MUST be able to exit the car, *unaided*, through BOTH sides of the cab whilst wearing all safety equipment used for racing (e.g. Helmet, overalls, gloves, head/neck restraint).

## Rear Axle Lateral Location

Regulation changed (for improved understanding):

### **215.07 Lateral Location**

**215.07.01** Lateral location of the rear axle may only be achieved by the use of (i) a Panhard Bar, or (ii) a *traditional Watts Linkage (with the two side links mounting to opposite sides of the axle/chassis from the centre link).*

## Wheel Trims/Covers

Regulation added (for safety):

**216.13** wheel-balance weights are NOT permitted, and MUST be removed from any wheel prior to use.

**216.14** *The use of wheel trims/covers/inserts or any other device covering the wheel nuts and/or centre of the wheel rim is NOT permitted.*

## Tyres - Yokohama

Regulations removed (tyre no longer permitted)

## Tyre Gaiters

Regulation changed (for safety and improved understanding):

<del>217.10</del>	<del>The use of a bead-lock inner-tube, inner-liner, or any other internal device within a tyre is NOT permitted.</del>
<b>Tyre Gaiters</b>	
<b>217.11</b>	<b>Any number of tyre gaiters, up to a MAXIMUM of four,</b> may be used <del>on one or both axes,</del> subject to the following conditions:
<b>217.11.01</b>	<b>A MAXIMUM of one tyre gaiter per wheel/tyre assembly is permitted.</b>
<b>217.11.02</b>	Tyre gaiters <b>MUST ONLY</b> be used on the outside edge of the wheel/tyre assembly – furthest from the chassis.
<b>217.11.03</b>	Tyre gaiters <b>must NOT</b> be used on the inside edge of the wheel/tyre assembly – nearest to the chassis.
<del>217.11.04</del>	<del>If used, tyre gaiters <b>MUST</b> be used on BOTH wheels on an axle. The use of a tyre gaiter on only one wheel on an axle is NOT permitted.</del>
<b>217.11.05</b>	Tyre gaiters are included within the overall track width measurement regulations and <b>MUST</b> therefore pass within any measurement gauges. <b>Any gaiter curving away from the tyre may be pressed against the tyre for the purpose of measurement; however, any forced deflection of the tyre itself is NOT permitted.</b>

## Fuel Additives

Regulation changed (for performance and ease of policing):

<del>222.04.03</del>	<del>roadside service stations in continental Europe.</del>
<b>222.04.03</b>	<b>Additives – All tracks (unless specified below)</b>
	<ul style="list-style-type: none"> <li><b>Zetec Engine</b> – <b>The use of ANY fuel additive in the 2-litre Ford Zetec engine is NOT permitted.</b></li> <li><b>Pinto Engine</b> – <b>The ONLY fuel additive permitted for use is Millers “CVL” in the 2-litre Ford Pinto engine.</b></li> </ul>
<del>222.04.04</del>	<del>Additives – Venray (Netherlands) Only – The use of fuel additives is NOT permitted.</del>

## Exhaust Silencers

Regulation added and changed (for improved understanding):

<del>223.02.03</del>	<del>Official.</del>
<b>223.02.03</b>	The approved BriSCA F2 silencer <b>must NOT</b> be modified in any way, <b>unless explicitly specified in these regulations.</b>
<b>223.02.04</b>	Welding is <b>NOT</b> permitted on the silencer unit within 25mm of the silencer box.
<b>223.02.05</b>	<b>The main pipe (from the “4-into-1” collector) may be welded to the mandated silencer, subject to the regulation above.</b>
<b>223.02.06</b>	<b>A MAXIMUM of two slots, opposite to each other, and each no more than a MAXIMUM of 25mm in length and 3mm in width (the width of a cutting disc) may be cut in to the input pipe of the mandated silencer to improve the clamping force of a clamp fitted to prevent the silencer from becoming detached from the main pipe.</b>
<del>223.02.07</del>	<del>An exhaust silencer may be failed by a scrutineer or other appointed BriSCA F2 technical official.</del>
<b>223.03.03</b>	<b>The main pipe linking the collector to the mandated standard BriSCA F2 silencer may be constructed from a single continuous length of pipe, or, multiple sections of internally identical diameter pipe linked together by an external joint (e.g. an enlarged swaged end, or external sleeve).</b>
<del>223.03.04</del>	<del>The single main pipe linking the collector to the mandated standard BriSCA F2 silencer <b>MUST</b></del>



**Dimensions**

- 223.03.07** All sections of the exhaust system, from the exhaust ports to the collector, and from the collector to the mandated BriSCA F2 silencer, MUST be constructed from tube with a constant, non-varying, internal and external diameter (*unless expressly permitted in these regulations*), with the exception of up to a MAXIMUM of 50mm from the join of each primary header pipe to the cylinder head mounting flange
- 223.03.08** Each of the four primary header pipes must NOT exceed a MAXIMUM length of 790mm. This measurement is taken from the face of the cylinder head flange to the termination of the pipe, and is measured along the centre-line of the pipe and through the centre-line of any bends.
- 223.03.09** The external diameter of the four primary header pipes must NOT exceed a MAXIMUM of 45mm.
- 223.03.10** The external diameter of the ~~single~~ straight main pipe, linking the collector to the mandated standard BriSCA F2 silencer, must NOT exceed a MAXIMUM of 57mm, *with the exception of any externally swaged or sleeved joint.*
- 223.03.11** The collector must NOT exceed a MAXIMUM length of 150mm. This measurement is taken

**Aerofoils/Wings**

Regulations added (to prevent unwanted future development in this area):

- 226.01.04** Any wing MUST be mounted centrally on the car when viewed from the front/rear.
- 226.01.05** Any wing MUST *be constructed with* ~~consist of~~ a single-deck/single-layer *body* centre-section ONLY.
- 226.01.06** The use of multi-deck wings is NOT permitted.
- 226.01.07** The joining together of multiple level decks is NOT permitted.
- 226.01.08** *The sides/edges of the body centre-section MUST be straight when viewed from above. The profile when viewed from the side is free.*
- 226.01.09** A MAXIMUM of 2 side-plates are permitted in any wing construction/design: one on the left side/end *of the body centre-section*, and/or one on the right side/end.
- 226.01.10** The use of non-rectangular side-plates is permitted.
- 226.01.11** Side-plates MUST be vertical when viewed from the front or the rear of the car.
- 226.01.12** *Side-plates MUST be straight when viewed from above.*

**2. Definitions****Sectional Wing**

- 226.03.01** The MAXIMUM permitted size of a sectional wing body centre-section is 44in x 44in (1117mm x 1117mm), *and any such centre-section must therefore fit in to an imaginary box, 44in square.*

**226.03.02** Side Plates MUST have 4 sides

**Folded Wing**

- 226.03.08** The MAXIMUM permitted size of a folded wing body centre-section is 44in x 44in (1117mm x 1117mm), *and any such centre-section must therefore fit in to an imaginary box, 44in square.*

**226.03.09** Measurements for the centre section in a folded wing design are taken from the point at which ~~the wing is folded~~ *must be no longer than a maximum of 62in (1575mm).*

**Spoiler Wing**

- 226.03.19** The MAXIMUM permitted body centre-section size of a spoiler wing is 48in/1219mm (transverse width) x 18in/457mm (longitudinal length), *and any such centre-section must therefore fit in to an imaginary rectangular box, 48in x 18in.*

**226.03.20** The MAXIMUM permitted side plate size is 26in x 12in (660mm x 305mm) (length x height)

**Engine Mounting**

Regulation changed (for improved understanding):

**Engine Mounting**

- 230.03** The engine MUST be mounted longitudinally in the chassis.
- 230.04** The engine MUST be mounted in an upright position *in the chassis, with the top face of the cylinder-block/cylinder-head in the same plane as the chassis rails/cab-floor/roof when viewed from the front/rear [refer to regulation 203.01.04] as fitted to the vehicle of origin.*
- 230.05** The engine MUST be mounted centrally between the main chassis rails such that the rotational centre-line



## Zetec Bearings

Regulation changed (to permit alternate components due to obsolescence):

Main Bearings		
Manufacturer	Size	Part Number
King	Standard	MB5008SI STD
King	0.25mm	MB5008SI 0.25
<del>NE (NPR)</del>	<del>Standard</del>	<del>180 021 000 300</del>
<del>NE (NPR)</del>	<del>0.25mm</del>	<del>180 021 000 315</del>
<del>Glyco</del>	<del>Standard</del>	<del>H1086/5 STD</del>
<del>Glyco</del>	<del>0.25mm</del>	<del>H1086/5 0.25</del>

  

Main Bearings		
<i>The following bearings are obsolete / no longer produced, but remain valid for use</i>		
Manufacturer	Size	Part Number
KS	Standard	77786600
KS	0.25mm	77786610
Mahle	Standard	014HS20669000
Mahle	0.25mm	014HS20669025

  

Con-Rod Big-End Bearings		
Manufacturer	Size	Part Number
King	Standard	CR4150SI STD
King	0.25mm	CR4150SI 0.25
<del>NE (NPR)</del>	<del>Standard</del>	<del>181 021 000 400</del>
<del>NE (NPR)</del>	<del>0.25mm</del>	<del>181 021 000 415</del>
<del>Glyco</del>	<del>Standard</del>	<del>01-4148/4 STD</del>
<del>Glyco</del>	<del>0.25mm</del>	<del>01-4148/4 0.25</del>

  

Con-Rod Big-End Bearings		
<i>The following bearings are obsolete / no longer produced, but remain valid for use</i>		
Manufacturer	Size	Part Number
KS	Standard	77785600
KS	0.25mm	77785610
<del>Mahle</del>	<del>Standard</del>	<del>014PS20662000</del>
<del>Mahle</del>	<del>0.25mm</del>	<del>014PS20662025</del>

## Zetec Valve Seat Machining

Regulation added (for improved understanding):

233.12.05	Re-profiling and/or polishing valves is NOT permitted.
233.12.06	The original 45-degree valve seat angle (with 90 degree included) MUST be maintained. <i>The only part of the valve seat that may be machined is the 45-degree angle for the purpose of valve seating, and no other part of the seat may be touched.</i>
233.12.07	Standard valve stem seals MUST be retained.

## Zetec inlet Manifold Gasket

Regulations changed and added (to prevent performance gain):

233.14.03	<del>manifold to the cylinder head is permitted.</del> <b>Inlet Manifold</b> – The inlet manifold gasket, or silicone-based sealer, sealing the inlet manifold to the cylinder head, must NOT exceed a MAXIMUM thickness of 1.2mm <del>5mm</del> .
233.14.04	<b>Inlet Manifold</b> – <i>The inlet manifold gasket MUST be made of a standard gasket paper material. Plastic, composite, or other materials are NOT permitted.</i>
233.14.05	<del>Carburettor – Gaskets MUST be of the original type, as used on the original Ford Pinto</del>

## Zetec Sump Level Plug

Regulation added (for safety and ease):

233.17.08	<del>returning oil to the sump from the mandated oil catch tank, is permitted.</del> <b>Oil Level Sump Plug</b> – <i>The installation/use of an oil-level plug in the side of any approved sump is permitted.</i>
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~~abricated Steel Sump~~

## Zetec Aftermarket Crank Sensor

Regulation added (to permit alternate components due to obsolescence/supply)::

<b>233.19 Ignition System, Electrical, and Engine Control Unit (ECU)</b>	
<b>Crankshaft Sensor</b>	
<b>233.19.01</b>	A Ford crankshaft speed sensor, <i>or standard aftermarket OEM equivalent cross-referencing to the original</i> , MUST be fitted to the standard manual sensor housing, and connected to the ECU as the ONLY means of ignition timing.
<b>233.19.02</b>	The flywheel/crankshaft sensor and its associated housing on the cylinder block must NOT be

## Zetec HT Leads

Regulation changed (to prevent performance gain):

<b>233.19.13</b>	Repositioning of the coil unit is permitted.
<b>Ignition Leads</b>	
<b>233.19.14</b>	<i>HT leads MUST be standard OEM or equivalent items, and display the manufacturer's original identification part number/code. The use of competition/performance items, e.g. Magnecor, is NOT permitted.</i>
<b>233.19.15</b>	Any <i>length</i> HT leads to the sparking plugs are permitted – E.g. the longer leads as fitted to the Ford Cougar V6.
	<i>Note for 2024</i>
	<i>• This regulation is under review for 2024 with the intention of mandating that HT leads must be standard OEM or equivalent items (the original intention of the regulation) displaying the manufacturer's original identification part number/code. The use of competition/performance items, e.g. Magnecor HT leads, will be prohibited. The permitted use of longer standard leads will remain.</i>
<b>Spark Plugs</b>	

## Zetec Water-Pump Pulley

Regulation changed (to prevent performance gain):

<b>233.21.05</b>	ONE of the following drive pulleys MUST be used on the water pump:
	(1) The original unmodified standard Ford pulley.
	(2) A modified standard Ford pulley – The original standard Ford pulley may be modified to add material for the purpose of drive-belt retention. Removal of original material is NOT permitted.
	(3) The BriSCA F2 approved/supplied replacement pulley – Modification of this item is NOT permitted.
	<del>(4) A replacement pulley manufactured for Zetec engines used on oval circuits – Any such pulley MUST be (i) comparable in design to the BriSCA F2 approved pulley, (ii) at least the same diameter (NOT smaller) across the driven surface as the original Ford component, and (iii) weigh a MINIMUM of 400g.</del>
	<i>Note for 2024</i>
	<i>• The requirements for any non-BriSCA F2/SSCA replacement pulley are under review for 2024 following observation of examples of pulleys outside of the spirit of the regulations. The intention is to mandate stricter specifications to rein in and prevent the development/manufacture of performance enhancing pulleys, e.g. those incorporating unnecessary holes that reduce the outer rotational mass, or designs to improve performance over the basic BriSCA F2/SSCA item. The requirement for any such replacement pulley to be approved prior to use is also being considered.</i>
<b>233.21.06</b>	The fitment of a single additional idler pulley for the express purpose of reversing the