



# BriSCA F2 Official Statement

## Technical Observations and Reminders

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(E&OE)

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Following observations made at meetings across the country, on both surfaces, it is worth highlighting a few rules where issues have been identified:

- **Distributor (Pinto)** – The use of aftermarket replacements, or new items machined from a billet, is not permitted. [See 231.16.7](#)
- **Coil (Zetec)** – The coil MUST be a standard original coil, as fitted to the permitted engine type. Swapping the coil for another model, even if used on other Ford engines, is NOT permitted. [See 233.20.2/3](#)
- **Engine Components (All)** – All engine parts and components must conform to the original UK specification of the permitted engine type (Pinto, Duratec or Zetec) 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. [See 230.7 \(All\), 231.2.1 \(Pinto\), 232.2.1 \(Duratec\), and 233.5.3 \(Zetec\)](#)
- **Brakes – Master Cylinder** – Only a SINGLE master cylinder is permitted anywhere within the braking system, whether it is plumbed in or not. [See 218.3.1](#)
- **Brakes – Adjustment Devices** – Only a single adjustment device is permitted anywhere within the braking system. [See 218.4](#)
- **Brakes – Residual Pressure Valves** – The use of residual pressure valves is not permitted. [See 218.4.6](#)
- **Bumpers/Hoops** – ALL mandated bumper hoops and bracing must be of a minimum 25mm OD CHS, or 25mm SHS specification, with a minimum wall thickness of 2.5mm. [See 204.23](#)
- **Carburettor Secondary Fixings** – A secondary fixing connecting the fuel feed pipe to the carburettor, independent of the primary fixing, must be installed. A significant number of cars have been presented for scrutineering without the required fixing. [See 231.11.21, 232.11.21 and 233.16.21](#)
- **Wheel-guards** – Anecdotal evidence highlights a number of wheel-guards that have become detached from cars during racing. Wheel-guards must be bolted at both ends with a minimum 12mm (in diameter) nut and bolt. It is recommended that an element of protection for protruding bolt-heads is incorporated to help prevent them being sheared off following contact with another car or part of the track infrastructure. [See 206.3/4](#)

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