2026 Driver Information and Technical Car Specification Regulations Summary of Changes

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Document compiled by: **Adrian Blackwell, BriSCA F2 Chief Technical Consultant (On behalf of BriSCA F2)**

Introduction

- This document highlights **only the changes** in BriSCA F2 Stock Car procedural and car construction regulations in the "*BriSCA Formula 2 Stock Cars 2026 Driver Information and Technical Car Specification Regulations"* book… commonly referred to as "The Rulebook".

- The changes are highlighted in the full published regulations in the usual manner; however, this document has been produced as a quick-reference guide for drivers, car constructors, and engine builders as to just what has changed from 2025.

- Car construction changes were notified to drivers in January 2026, and the documents published now are simply the formal incorporation of the changes in to the full regulations.

- 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**
  - Adrian Blackwell, BriSCA F2 Chief Technical Consultant, directly via email:
    Email: **briscaf2tech@outlook.com**

BriSCA Formula Two
2026 Technical Car Specification Regulations
Summary of Changes

Note: All changes from the previously published 2025 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 Any regulations that are no longer applicable are marked in ~~Strikethrough~~ text.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

Grade Awards

14. Grade Awards:
Grade awards may be presented by a promotion as an optional incentive, especially to lower graders. Individual promotions are free to specify which races will accumulate points at a meeting to determine the grade award winners.

Track Championships

15. Track Championships:
A tally of points scored by all drivers at each track will be kept by the Official Grader, and the driver with the highest total at each track at the end of the year will be declared the Track Champion, subject to the following…

- *Only mainland UK meetings appearing on the official BriSCA F2 UK fixture list will count towards a track championship. The inclusion of any out-of-season meeting is at the individual promotion's discretion; however, this must be published at the start of the season.*
- *Only meetings open to drivers of all grades will count, irrespective of whether drivers of all grades actually take part in the meeting. Meetings with bookings restricted to drivers of certain grades only, e.g. B & C grade only meetings, will not count towards the track championship.*
- *Points will be scored according to the regulations for grading points. Any out-of-season meeting declared as part of the track championship will be scored according to the meeting format as if it were an in-season meeting.*
- *Track Championships for Northern Ireland will follow the above regulations, counting all in-season meetings, and out-of-season if applicable, irrespective of whether those meetings appear on the official BriSCA F2 UK fixture list or not.*

Each Track Champion will receive a trophy to keep, along with any perpetual trophy (if applicable) to be retained for a year. Additional awards may be presented at the discretion of the promotion and/or BriSCA F2.

Priority of Fixtures

17. Priority of Fixtures:
Official Fixtures shall take priority as follows:

1. ~~The~~ *BriSCA F2* Stock Car Championship of the World
2. *BriSCA F2* World Championship Semi-Finals
3. ~~The~~ British Championship
4. ~~The~~ European Championship
5. ~~The BSCDA~~ *BriSCA* F2 Benevolent Fund Trophy
6. ~~The~~ *BriSCA* F2 Challenge Trophy
7. Grand National Championship
8. BriSCA F2 Nationals
9. English Open Championship

All these meetings shall take place on solus dates or otherwise by agreement.
The remaining championship meetings shall be prioritised equally.

Official Championships List

16. Official Championships:
The following meetings are classified as official BriSCA F2 Championship meetings:

- *BriSCA F2 Stock Car Championship of the World*
- *BriSCA F2 Stock Car World Championship Semi-Finals*
- *British Championship*
- *European Championship*
- *BriSCA F2 Benevolent Fund Trophy*
- *BriSCA F2 Challenge Trophy*
- *Grand National Championship*
- *BriSCA F2 Nationals*
- *English Open Championship*
- *World of Shale Championship*
- *Scottish Championship*
- *Irish Open Championship*
- *BriSCA Supreme Championship*
- *Gala Championship*
- *UK Championship*
- *Irish Closed Championship*

Pay to Race

63. Pay to Race:
A £25 pay-to-race fee will be payable by the Driver at all meetings held on shale tracks. The £25 fee will cover the following:

- *Entry to the meeting for the Driver plus ONE other person*
- *The standard £2 ORCi H&S levy*
- *The £5 fee payable at World Championship Qualifying Rounds (WCQRs)*

A MAXIMUM of ONE Mechanic's licence may additionally be used for complimentary entry where a driver has purchased such, irrespective of whether one or two Mechanic's licences were purchased.
A promotion may opt to "sponsor" the fee for Drivers racing at their track, in which case the standard arrangements for complimentary entry and payment of ORCi/WCQR fees will apply.
There is no pay-to-race fee for meetings held on tarmac tracks.

Bookings

68. Booking:
Drivers must book in to race directly with individual promotions/tracks, unless otherwise notified by BriSCA F2. Bookings must be made according to individual promotions'/tracks' procedures as detailed in the official BriSCA F2 Fixtures list, the BriSCA F2 website, the BriSCA F2 Drivers Newsletter, and/or individual promotions'/tracks' websites. An application for a booking, and subsequent acceptance, constitutes a binding agreement to participate at the said meeting (see Regulation 125).

An application for a booking does not guarantee automatic acceptance for such. Individual promotions reserve the right to apply their own selection criteria, subject to any other regulations stipulated herein, when granting bookings, especially in any case where a cap on bookings is applied, e.g. due to limited pit space.

***Late Booking Penalty** – Any driver failing to book in by the promotion's own published booking deadline, but still wishing to race and being accepted to do so, will lose one entry from their complimentary entitlement.*

Starting Positions

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
	NPS 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 NPS and World Champions *are excluded from the grid draw and* must start in their *normal positions at the rear of the Superstar grade* ~~drawn position within the Superstar grade, and not necessarily at the rear~~.

Racing in Mainland Europe

61. ~~**Driving at Meetings Abroad**~~ ***Driver Conduct*:**
~~No Driver shall take part in any Stock Car Racing outside the territory of the BriSCA F2 without written permission.~~
Any conduct ~~abroad~~ deemed prejudicial to the national interests or to the sport shall be the subject of an enquiry and the parties adjudged guilty may be penalised.
~~Application to take part in any Stock car Meeting abroad must be made no later than 14 days prior to the Meeting.~~

~~**62. Authority to Select Drivers for Matches Abroad:**~~
~~No team of drivers shall take part in any match abroad unless authorised to do so by BriSCA F2.~~

126. Drivers Racing in Europe:
~~**Insurance** – As there is no personal accident insurance in Mainland Europe, all BriSCA F2 drivers racing in Mainland Europe are required to extend the personal accident insurance, applicable in the UK, with BriSCA F2's insurance brokers.~~

~~To extend personal accident insurance to cover racing in Mainland Europe, the driver MUST send the following information, in writing, to the BriSCA F2 Secretary via Email, WhatsApp, or Text Message (email address and messaging contact number can be found on the "Useful Information" page at the start of these regulations), PRIOR to racing:~~

- ~~Name~~
- ~~Racing Number~~
- ~~Date of Meeting(s)~~
- ~~Track(s) to be raced at~~

~~There is currently NO fee for extending cover; however, drivers MUST advise the BriSCA F2 Secretary a MINIMUM of 5 days PRIOR to the first meeting being raced at to ensure cover is put in place.~~

***Insurance** – BriSCA F2 and the ORCi provide NO insurance cover for drivers racing in Mainland Europe. Any driver racing BriSCA F2 specification Stock Cars in Mainland Europe must ensure their own personal cover is in place prior to racing.*

Bookings – *Driver* bookings *for tracks in Mainland Europe* MUST be made directly with the track(s) being raced at*; BriSCA F2 has no involvement in this process. Drivers should contact local promotions for bookings and to check any local technical car construction requirements.* ~~Contact details for BriSCA F2 licensed tracks can be found in the Track Guide on the official BriSCA F2 Fixtures List.~~

Points Scoring – UK grading points will *not be scored at any meetings in Mainland Europe* ~~only be credited for overseas meetings listed on the official BriSCA F2 Fixtures List – see Appendix A~~.

Part 2 – Technical Car Specification Regulation Changes

General Regulations – Tolerances and Parc Fermé

result in disqualification, a fine, and/or a racing ban dependent on the circumstances.

200.02.09 Tolerances, where specified, are included to allow for manufacturing/installation variations and/or in-race damage, *and effectively define an acceptable range within which a measurement for a particular regulation must fall, e.g. the height of a bumper from the ground… Xmm +/-Ymm*. They are NOT a starting point for set-up, nor do they permit the machining of components where not expressly stated.

200.02.10 *There are NO permitted tolerances on stated maximum or minimum measurements for a particular regulation, e.g. the maximum width of a bumper… Xmm MAXIMUM, or the minimum length of a nerf-rail blade… Ymm MINIMUM.*

200.02.11 *Industry standard tolerances on supplied raw materials are accepted, e.g. wall thickness of a particular grade of nominal 3mm wall SHS may range from 2.7mm to 3.3mm.*

200.03 ***Parc-Fermé***

200.03.01 *A promoter may employ a parc-fermé procedure for cars at their discretion prior to, or following, a meeting or championship race.*

200.03.02 *Drivers MUST follow all instructions given regarding the parc-fermé procedure. Failure to follow procedural instructions may result in a penalty such as a loss of grid position or exclusion from the event.*

200.03.03 *Items not part of the race car in race trim, or the driver's personal safety equipment (e.g. helmet, gloves, FHR device), are NOT permitted in/on cars in a parc-fermé area, or on the grid formation prior to a race, unless explicitly agreed and published by the promotion or appointed officials. Such items include, but are not limited to, tools, spare parts, tyre covers of any kind, or cooling/heating devices such as ice/heat-pads.*

General Regulations – Checking of Cars

200.04 ***Checking of Cars***

Pre-Meeting Safety Checks

200.04.01 *Checks undertaken by local scrutineering teams, pre-meeting, are primarily aimed at ensuring the car and driver are safe to compete, not that the car meets all technical/performance regulations.*

200.04.02 *Drivers MUST NOT assume that a "pass" at pre-meeting safety-checks means their car has been deemed legal to all technical/performance regulations.*

Technical Checks

200.04.03 *Technical checks for compliance with technical/performance regulations may be undertaken at ANY time by appointed officials.*

200.04.04 *Any pre-meeting inspection of the car for compliance to technical regulations, where time and resource permits, is performed in addition to the basic level of safety checks required before being permitted to race.*

200.04.05 *A "pass" at pre-meeting safety checks is no defence to any technical infringements observed during or post-meeting.*

Post-Race Technical Inspection Checks

200.04.06 *Post-Race technical inspection checks may be carried out on any number of cars following any race, particularly at championship events.*

200.04.07 *Post-race checks may be carried out immediately following a race, or alternatively, appointed officials may mark/seal any components for checking at a later time.*

200.04.08 *Up to three members of the driver's own team (including the driver) may attend the post-race inspection, and will be required to remove requested components from the car for inspection by officials. Where necessary, e.g. due to workshop space constraints, inspection officials may restrict the number of team attendees, at their discretion.*

200.04.09 *If time constraints require, an appointed official may assist in the component removal process.*

200.04.10 *Engine-builders may only attend post-race technical inspection checks at the invitation of BriSCA F2 or technical inspection officials (scrutineers).*

200.05 ***Illegal Components***

Bodywork – Removeable Panels

Roll-Cage

203.09.02 The roll-cage MUST be enclosed with metal panel-work, up to the level of the side-bars, on both sides of the car, and the rear.

203.09.03 The area between the middle and rear roll-cage pillars, above the side-bar may be panelled if so desired, but any panel MUST be metal if fitted.

203.09.04 Equal apertures MUST be left on BOTH sides of the roll-cage for driver entry/exit.

203.09.05 *The use of any removeable bodywork panel(s), over the driver entry/exit windows, that must be removed in order to facilitate driver entry/exit is NOT permitted.*

203.09.06 A rear "window" MUST be left open to allow access for scrutineering checks.

Engine Cover

Bumper Location - Clarification

204.11 Bumpers are NOT permitted to protrude beyond the outside edge of the nerf-rails on either side of the car.

- For the purpose of this regulation, the widest point of the nerf-rails, furthest from the centreline of the chassis is used, not necessarily the point closest to the bumper in question.

Nerf-Rail Placement - Clarification

205.15 Nerf-rails must NOT extend past the wheels (when the car is fitted with normal dry running wheels) on the axle with the widest track width by more than 2in (50mm) on each side of the car. This gives a MAXIMUM total chassis width (excluding wheel-guards) of 72in (1828mm) if the MAXIMUM permitted track width is used.

- *For the purpose of this regulation, this measurement is taken to the outer edge of the nerf-rail blade, at its point furthest from the chassis centreline, not necessarily closest to the wheels with the widest track width, and excludes wheel-guards, their mounting brackets/bolts, and any bolt protection.*

Nerf-Rail Blade Mounting/Bracing

Wheel-Guard Additional Fixing

206.04 *Any wheel-guard MUST be secured around its fixing bolts, at both ends, with an additional secondary fixing, comprising reinforced duct or gaffer tape wrapped around the wheel-guard, bolt and bumper/nerf-rail, to help support/retain the wheel-guard in the event of component failure.*

Seat Design

210.02 Seat

Specification

210.02.01 The seat MUST be of a 'bucket' type design, incorporating a base, back, *headrest,* and side-support for the driver's body*, in an integrated combined unit*.

210.02.02 *The used of a separate headrest, not securely attached to the seat body/bucket, whereby the two parts could move independently of each other in an impact, is NOT permitted.*

210.02.03 The use of appropriate padding, moulded inserts, or other fitting materials, to ensure a good fit to the driver, is permitted.

ORCi Seat Review

Note for 2026: *The ORCi issued the following statement in January 2026 regarding seats:*

"Following the ORC Promoters meeting last week, the ORC are to go through a process of researching and reviewing the subject of Race Seats including foam type inserts, seat angle, and positioning, and will be providing guidance to Racing divisions in due course, but would advise drivers to consider this when making purchases for the coming season, as rules may be updated."

BriSCA F2 will work with the ORCi to provide empirical data to their research, both quantitative and qualitative, ensuring that drivers' views regarding seat types are recorded as well as numerical data for items such as seat angles and positioning.

Headrest Support/Protection Bars

210.04 Headrest *Support/Protection Bars*

Requirement

210.04.01 Two "headrest" bars MUST be installed behind the driver's head/helmet*/headrest* to ~~either (i)~~ support and protect the headrest *section* of ~~a fully integral~~ *the integrated* racing seat~~, or (ii) allow the mounting of a mandatory headrest plate in cases where the seat does not incorporate a headrest~~. These headrest bars MUST be symmetrical and run in a top to bottom orientation when viewed from the rear. Care should be taken to ensure they do not impede the safe installation of the driver's safety harness.

210.04.02 The headrest bars MUST be constructed of steel, be an integral part of the roll-cage construction, and be fully welded to cross-members at the top and bottom. Example designs are illustrated in Technical Diagram 13.

Installation

210.04.03 The headrest bars must NOT protrude from the main roll-cage in side-profile (pillars 3 & 4).

~~**210.04.04** If the driver's seat does not incorporate an integral headrest, then a steel headrest plate MUST be fitted.~~

~~**210.04.05** The headrest plate MUST be welded along its left and right vertical edges to the two headrest bars located behind the driver's head/helmet (specified above).~~

~~**210.04.06** The headrest plate MUST be a MINIMUM of 3mm thick steel plate.~~

~~**210.04.07** The headrest plate MUST measure between 150mm and 200mm square.~~

~~**210.04.08** The headrest plate must NOT be drilled, lightened, or modified in any way.~~

210.04.09 The headrest bars ~~and any headrest plate~~ MUST be located within the roll-cage profile such that a horizontal straight-edge can be simultaneously butted up against the left rear and right rear roll-cage corner pillars (pillars 3 & 4) at any point along their profile length, from where they meet the main chassis at their base, to the roof-bars at the top. Any headrest bar ~~and/or headrest plate~~ preventing a horizontal straightedge from contacting the left and right rear roll-cage pillars simultaneously is NOT permitted.

210.05 Safety Harness

Shock Absorbers

***Note for 2027:** From 1st January 2027, BriSCA F2 will implement an "Approved List" regulation for permitted shock-absorbers to be used in BriSCA F2 Stock Car Racing. Only shock-absorbers reviewed and approved by BriSCA F2, and added to a list of approved items, will be permitted for use. Shock absorbers not appearing on the "Approved List" will NOT be permitted for use.*

Further information will be available on the BriSCA F2 website.

Coil Springs and Retention Tethers

213.03 Coil Springs

Specification

213.03.01 Coil springs MUST be made of ~~steel~~ *magnetic ferrous material*.

213.03.02 Conical coil springs are NOT permitted.

213.03.03 Coil springs MUST be constant in internal and external diameter over their entire length, i.e. they must NOT taper in or out at any point.

213.03.04 Coil springs MUST be constant in diameter of the spring material over their entire length.

Installation

213.03.05 The use of helper springs is NOT permitted.

213.03.06 If a coil spring is mounted independently to a shock absorber (damper) then it MUST be mounted predominantly below the level of the main chassis rails. In practice this means that at least half the length of the coil spring (measured between the top and bottom faces of the spring, when the car is at rest, MUST be below the top of the main chassis rail adjacent to where the coil spring is mounted.

Safety Tethers

213.03.07 *A BriSCA F2 specification/mandated coil-spring safety-tether MUST be installed on each coil-spring used in the car's suspension, whether mounted inboard or outside of the main chassis rails.*

213.03.08 *Only BriSCA F2 specification safety-tethers and shackles, branded with the BriSCA F2 logo, are permitted for use.*

213.03.09 *Safety-tethers must be installed according to one of the documented methods in the "Coil-Over Shock-Absorber Coil-Spring Safety-Tether Installation Guide" which can be found on the "Technical Information" page in the "Info" section of the BriSCA F2 website:*
https://www.briscaf2.com/Info/Technical-Information
Supply/purchase information is also detailed in the Installation Guide.

213.04 Leaf Springs

213.04.01 Leaf springs MUST be made of ~~steel~~ *magnetic ferrous material*.

Front Hubs

arm/link-bar, that allows total length adjustment off-track, is p

214.04 Hubs

214.04.01 Front hubs MUST be made of a *magnetic* ferrous material.

Half-Shafts

~~215.02.03~~ Steering of the rear axle by lengthening or shortening the wheelbase is permitted.

215.03 Half-Shafts

215.03.01 *Rear axle half-shafts MUST be of a semi-floating design (similar in pattern to the Ford Escort Mk1/2, Cortina or Capri) with a single bearing, and both the hub and bearing directly attached to the half-shaft.*

215.03.02 *The use of fully floating rear axle half-shafts is NOT permitted.*

215.03.03 The half-shafts MUST be of equal length.

215.03.04 ~~The~~ *Any* bearing *press-fit* retaining collar on the nearside (left) *half-shaft* MUST be tack welded to the half-shaft~~, if it is only a press fit,~~ to prevent the half-shaft from pulling out *through the bearing/collar. Bearings retained by an integral machined flange on the inner portion of the half-shaft do not require any such weld.*

215.04 Fitting/Installation

Brake Line Dry-Break Fittings

~~218.03.07~~ ~~The MAXIMUM permitted master-cylinder bore size is 1 7/8 inches (28.58mm).~~

218.04 Bias Valves/Levers/Reducers/Dry-Breaks

218.04.01 A MAXIMUM of two brake-bias/pressure-reducer/fluid-pressure adjustment devices, valves, or levers, each with a single input and single output are permitted.

218.04.02 *The use of quick-disconnect/dry-break brake-line fittings is permitted for the purpose of disconnecting a brake caliper without the need to blank off pipes or bleed the system. Any such fittings MUST be located outside of the driver's cab area such that they cannot be activated by a driver during a race.*

218.04.03 The installation/use of other brake performance altering devices is NOT permitted.

218.04.04 The installation/use of adjusters with multiple input/output connections, and/or multiple bores is NOT permitted.

218.04.05 The installation/use of on/off brake taps is NOT permitted anywhere on the car.

218.04.06 The installation/use of electrically operated bias/shut-off/reduction valves is NOT permitted.

218.04.07 The installation/use of in-line (residual) pressure valves is NOT permitted.

218.05 Discs and Callipers

218.05.01 A MAXIMUM of one brake calliper per wheel/corner is permitted.

218.05.02 Brake callipers MUST be of original/OEM design. The use of non-original, non-OEM, racing, or any alternate callipers not to an original road-car design are NOT permitted.

218.05.03 All brake callipers, whether connected or not, MUST be made of *magnetic* ferrous material.

218.05.04 *All brake callipers MUST be fitted, with brake pads, over a brake disc on an axle/hub, and be bolted to the respective mount on the axle/hub assembly, whether or not they are actually applying pressure to the disc. Mounting a calliper in any other location is NOT permitted.*

218.05.05 All brake discs MUST be made of *magnetic* ferrous material.

218.05.06 The MAXIMUM permitted brake disc diameter is 240mm.

218.05.07 The removal of material from brake callipers, and/or brake calliper carriers (e.g. through grinding, cutting, or drilling) is NOT permitted.

218.05.08 Where a brake calliper is not present for a wheel, the FULL-SIZE original disc MUST remain on the hub/axle/drive-shaft, and the disc MUST be securely attached to the hub/axle/drive-shaft using a MINIMUM of 2 threaded bolts, such that it is prevented from detaching from the axle in the event of a wheel loss. *The use of a brake caliper carrier as a means of brake disc retention is NOT permitted.*

9 Transmission/Final Drive

Transmission Materials and FInish

219.01 Materials *and Finish*

219.01.01 The gearbox casing, outer differential casing, prop-shaft, rear axle casing, rear axle half-shafts, and rear axle hubs MUST be made of a *magnetic* ferrous material, unless explicitly permitted.

219.01.02 An aluminium alloy bell-housing, gearbox tail-housing, and/or original Morris Minor outer differential casing is permitted.

219.01.03 *The polishing, coating, and/or super-finishing treatment of differential and/or rear-axle components is NOT be permitted, unless explicitly stated in the regulations.*

***Note for 2026:** BriSCA F2 wishes to further extend this restriction to gearboxes, however, additional research in this area is still on-going to determine if this would impact standard off-the-shelf products already widely in use, and therefore the restriction will NOT apply to gearboxes initially.*

Battery

220.01 Battery

220.01.01 Any type of conventional lead-acid, gel-filled, or Absorbed Glass Mat (AGM) type battery may be used, in a single or dual configuration subject to the regulations below.

220.01.02 *The use of any type of Lithium battery is NOT permitted.*

Silencer Repairs

BriSCA F2 Approved Silencer

223.02.02 ***Logo –*** The approved stainless-steel silencer has the BriSCA F2 name/logo clearly etched in to it. The silencer MUST be fitted such that the BriSCA F2 logo can be easily observed by any race official.

223.02.03 ***Modification –*** The approved BriSCA F2 silencer must NOT be modified in any way, unless explicitly ~~specified~~ *permitted* in these regulations.

223.02.04 ***Welding –*** Welding is NOT permitted on the silencer unit within 25mm of the silencer box, *except for the permitted repair detailed below*.

223.02.05 ***Welding –*** The main pipe (from the "4-into-1" collector) may be welded to the mandated silencer, subject to the regulation above.

223.02.06 ***Clamping Slots –*** 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.

223.02.07 **Permitted Repair –** A welded repair to the mandated BriSCA F2 specification exhaust silencer box, where the input/output pipes enter/exit the main body through the end plates, and are prone to cracking, is permitted, subject to the following:

- *The ONLY permitted repair is to the weld of the joint between the input or output pipe and the end face of the main silencer box.*
- *A MAXIMUM of 50% around the circumference of the input/output pipe, where it passes through the end plate of the main silencer box may be welded.*
- *A MINIMUM of 50% of the manufacturer's original weld around the circumference of the input/output pipe, where it passes through the end plate of the main silencer box, MUST remain as originally manufactured, and visible to inspection officials.*
- *The removal of pipes or end-plates to facilitate repair is NOT be permitted.*

Silencer Failure

Numbering

227 Driver/Car Identification

227.01 ***NO Aerofoil/Wing Fitted –*** *If NO aerofoil/wing is fitted,* the driver's assigned racing number (as indicated on their licence) MUST be displayed on both sides of the car, and on both sides of ~~any roof fin or aerofoil/wing~~ *a number fin fitted on the roof of the car*.

227.02 ***Aerofoil/Wing IS Fitted –*** *If an aerofoil/wing IS fitted,* the driver's assigned racing number (as indicated on their licence) MUST be displayed on both sides of the ~~car, and on both sides of any roof fin or~~ aerofoil/wing. *There is no requirement for numbers to be displayed on the car sides in this case.*

227.03 The driver's number MUST be black on a white background. ***[Reminder for drivers:*** *Shading, highlights, embedded pictures, 3D effects etc. are NOT black, and are NOT permitted.]*

227.04 *The driver's number MUST be displayed* in strokes of 1in (25mm) MINIMUM *width*, to a MINIMUM height of 9in (228mm), *in a clearly readable font, unless the following exception applies.*

227.05 *Where an aerofoil/wing side panel or end panel is less than 13in (330mm) in height, e.g. the fence-side panel on a traditional sectional wing, or the end plates on a spoiler-wing, the black strokes of the numbers must be to a MINIMUM height of 6in (152mm), in a MINIMUM stroke width of 1in (25mm), and in a clearly readable font.*

227.06 *Promotions will NOT be held responsible for any discrepancies in race results due to driver numbers being illegible.*

Oil Catch-Tank

original UK specification of the permitted engine type in use.

229.07 **Oil Catch-Tank –** An oil catch tank with a MINIMUM capacity of at least ~~1 litre~~ *500ml (½ litre)* MUST be fitted ~~to~~ *in* the *engine-bay of the* car*, forward of the firewall separating the driver from the engine,* and connected to the engine's breather system.

Engine Polishing/Coatings/Super-Finishing

unless explicitly stated.

229.10 ***Polishing/Coating/Super-finishing –*** *The polishing, coating, and/or super-finishing treatment of engine components is NOT be permitted, unless explicitly stated in the regulations.*

229.11 Turbo/Supercharging – Turbocharging and/or supercharging is NOT permitted

Engine Checking

vehicles to which the engine type was fitted.

229.18 Engine Checking Procedures

General

229.18.01 The scrutineering of engines will be very strict, and on a totally random basis, as the regulations are designed to maintain parity of performance.

229.18.02 *Engines may be checked at random, following a race/championship, as a result of a protest, or at the discretion of BriSCA F2 / SSCA.*

229.18.03 Compensation for gaskets and oil will be made, providing the engine is legal (excepting checks for the top three in the World Final).

Random/Protest/Discretionary Checks

229.18.04 The engine MUST be made available at any track for scrutineering*, or at an alternate location agreed by all parties involved*.

229.18.05 It is the responsibility of the driver to produce their engine for inspection at a convenient place for the involved parties.

229.18.06 Any driver whose engine is sealed or protested MUST arrange with BriSCA F2 */ SSCA* to have the engine dismantled and checked within 21 days of it being sealed.

229.18.07 The following people MUST be in attendance at the inspection:

- BriSCA F2 */ SSCA* appointed Engine Scrutineer
- The Driver's Engineer
- Two witnesses (preferably registered drivers)

Championship/Post-Race/At-Meeting Checks

229.18.08 Engines that are required to be stripped for Championship events will be stripped on the day of the event, at the track.

229.18.09 A MAXIMUM of 3 people from the driver's team (including the driver) may attend the engine inspection.

229.18.10 *Engine-builders may only attend post-race/at-meeting technical inspection checks at the invitation of BriSCA F2 or technical inspection officials (scrutineers).*

229.18.11 It is the responsibility of the driver's team to strip the engine for a championship event, *or at a meeting,* under the direction of the official(s) present. If time constraints require, then an appointed official may assist in the engine stripping process.

Pinto – Rev. Limiter Position

230.16.15 The rev. limiter MUST be located in an easily accessible position, *above the level of the main chassis rails,* allowing access to it at any and all times by BriSCA F2 representatives and registered scrutineers only.

~~*Note for 2026: From 1st January 2026, the Rev. Limiter MUST be located in an easily accessible location, above the level of the main chassis rails, to facilitate easier checks by officials.*~~

Zetec Valve Spring Shims

achieve the correct valve clearance, is permitted.

231.12.03 The ~~shimming and/or~~ packing of valve-springs is NOT permitted.

231.12.04 *The fitting of valve-spring spacer shims is permitted, subject to the following:*

- *A MAXIMUM of one shim per valve-spring is permitted.*
- *The shim MUST NOT be thicker than a MAXIMUM of 0.050" (1.27mm).*
- *The shim MUST be made of mild steel, such that it is magnetic.*
- *The shim MUST be fitted underneath the valve-stem oil-seal, between the oil-seal and the cylinder head.*
- *The shim MUST be a loose fit in the oil-seal/valve-spring recess, such that it can be simply removed by way of a small magnet without the need for any other tools.*
- *The shim MUST sit flat against the base of the oil-seal/valve-spring recess in the cylinder head. The use of a tight-fitting shim that sits off the base of the recess due to interference with the valve-guide or outer wall of the recess is NOT permitted.*

231.12.05 Valves and valve-springs MUST remain standard Ford Motor Company Ltd. manufactured

Zetec Camshaft Timing

is NOT permitted.

~~**231.13.16** Camshaft timing MUST remain in the standard Ford position within a tolerance of 0.010" (0.254mm) advance or retard measured on the pistons' position from TDC.~~

~~**231.13.17** The timing of the two camshafts must NOT be altered independently of each other. A standard Ford locking/timing bar (nominal thickness 5mm), or aftermarket equivalent, MUST be able to simultaneously pass through the slots in the back of the two camshafts when in TDC position. Failure to comply will result in immediate disciplinary action. The TDC position and camshaft slots are shown in Photo Illustration 03.~~

231.13.18 Camshaft timing MUST remain in the standard Ford position within a tolerance of 0.010" (0.254mm) advance or retard measured on the pistons' position from TDC, *AND subject to the following:*

- *Both camshafts MUST be timed together within the permitted tolerance, i.e. both slightly advanced, both slightly retarded, or both exactly on TDC.*
- The timing of the two camshafts must NOT be altered independently of each other, *e.g. one slightly advanced and the other slightly retarded*.
- A standard Ford locking/timing bar (nominal thickness 5mm), or aftermarket equivalent, MUST be able to simultaneously pass through the slots in the back of the two camshafts when ~~in~~ *timed within the permitted tolerance of the* TDC position.

Failure to comply will result in immediate disciplinary action.

The TDC position and camshaft slots are shown in Photo Illustration 03.

231.13.19 Locking of timing pulleys to the camshafts through the use of grub screws tapped in to the

Zetec Camshaft Speed Sensor and Housing

fitted and used.

231.19 Ignition System, Electrical, and Engine Control Unit (ECU)
Crankshaft *Speed* Sensor *and Housing*

231.19.01 *A BriSCA F2 / SSCA specification/supplied crankshaft speed sensor housing MUST be used on the cylinder block in place of the original Ford component. Use of the original Ford housing is NOT permitted.*

231.19.02 A Ford crankshaft speed sensor, or standard aftermarket OEM equivalent cross-referencing to the original, MUST be fitted to the ~~standard manual~~ *BriSCA F2 / SSCA spec. speed* sensor housing, and connected to the ECU as the ONLY means of ignition timing.

231.19.03 The flywheel/crankshaft *speed* sensor and its associated *BriSCA F2 / SSCA spec.* housing on the cylinder block must NOT be modified in any way.

231.19.04 *It is permitted to shim the speed sensor when mounted to the BriSCA F2 / SSCA spec. housing to take account of variations in length and voltage strength of permitted aftermarket sensors. There is NO restriction on any necessary shim thickness used for the speed sensor… it should be shimmed as required.*

~~**231.19.05** The crankshaft speed sensor MUST have an air gap between it and the flywheel measuring between a MINIMUM of 0.1mm, and a MAXIMUM of 0.8mm.~~

~~**Note:** From 17th May 2025, a standard BriSCA F2 / SSCA specification crankshaft speed sensor housing MUST be used in place of the original Ford component.~~

- ~~The BriSCA F2 / SSCA spec. housing must NOT be altered in any way.~~
- ~~It is permitted to shim the speed sensor when mounted to the BriSCA F2 / SSCA spec. housing to take account of variations in length and voltage strength of permitted aftermarket sensors. The necessary air gap to the flywheel with the BriSCA F2 / SSCA spec. housing is therefore dependant on the sensor in use, and not a fixed sized.~~
- ~~There is no restriction on the shim thickness used for the speed sensor on the BriSCA F2 / SSCA spec. housing… it should be shimmed as required.~~

~~It is permitted to use the new BriSCA F2 / SSCA specification crankshaft speed sensor housing with immediate effect, if so desired, subject to the above.~~

Zetec ECU Position

at the request of BriSCA F2, via the ECU manufacturer.

231.19.10 The ECU *and its* diagnostic connector MUST be located in an easily accessible position*, above the level of the main chassis rails,* allowing access to it at any and all times by BriSCA F2 representatives and registered scrutineers only.

~~***Note for 2026:** From 1st January 2026, the ECU MUST be located in an easily accessible location, above the level of the main chassis rails, to facilitate easier checks by officials.*~~

Zetec Water-Pump Pulleys

the single standard pump specified above, is NOT permitted.

Water Pump Pulleys

231.21.06 ONE of the following drive pulleys MUST be used on the water pump:

(1) Standard Ford pulley – The original unmodified standard *pressed steel* Ford *2.0-litre Black-top Zetec* pulley.

(2) A modified standard Ford pulley – The original standard *pressed steel* Ford *2.0-litre Black-top Zetec* pulley may be modified to add material for the purpose of drive-belt retention *only*. *Any additional material must NOT alter the diameter/circumference of the outer face of the pulley, driven by the belt, in any way.* Removal of original material is NOT permitted.

(3) The BriSCA F2 /SSCA approved/supplied replacement pulley – Modification of this item is NOT permitted.

Pulleys from other displacement/variant Zetec engines are NOT permitted.

231.21.07 The fitment of a single additional idler pulley, for the express purpose of reversing the direction of an unmodified water pump to the opposite of the crankshaft*, and, if desired, mounting a mechanical fan (see below),* is permitted. Any such single pulley MUST be fitted using a bracket bolted to existing engine bolt holes only. The drilling of additional holes for mounting a bracket is NOT permitted.

Zetec Cooling Fan

mounting a bracket is NOT permitted.

Cooling Fan

231.21.08 Any mechanical fan, *if used*, MUST be securely fitted to either the water pump *pulley*, or the ~~crankshaft~~ additional single idler pulley *detailed above*.

231.21.09 *Where a mechanical fan is used with an original permitted Ford water pump pulley, it is permitted to install a spacer between the fan and the pulley, for clearance, subject to the following:*

- *The spacer must NOT be more than a MAXIMUM of 20mm in thickness.*
- *The spacer MUST be separate from the pulley.*
- *Modification of the pulley for the purpose of mounting the fan is NOT permitted.*

***Note**: a spacer is NOT permitted with the BriSCA F2 / SSCA spec. pulley as this unit has an element of spacing built in to it.*

~~**231.21.10** The fitting of a mechanical fan to additional pulleys and/or brackets, is NOT permitted.~~

~~***Thermostat Housing***~~

Draft

Part 3 - Appendices Changes

Appendix A – Meeting Format

Meeting A3 – (4 or 5 races) – 3 Heats, Final, (GN) – ***Minimum 20 cars***

- Drivers are split into groups (e.g. A, B, C) and race in 2 of the 3 heats (e.g. groups A&B, B&C, A&C).
- All drivers race in the meeting Final.
- The GN is open to all drivers, subject to track car limits.

Appendix A – Eligible Meetings

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).

Appendix A - Points

Meeting A1 – (Full Format) – 2 or More Heats, Cons, Final, GN

Heats: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 (Qualifying positions only)
Cons: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, 1, 1, 1, 1, 1 (Qualifying positions only)
Final: 30, 28, 26, 24, 22, 20, 18, 16, 14, 12, 10, 8, 6, 4, 2
GN: 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
75 points maximum.
Note: *In Heat and Consolation races, points will be awarded for qualifying positions only, e.g. if only 8 drivers qualify for the Final then points will only be awarded down to 8th place. Should additional drivers from position 16 downwards qualify for the Final, each additional qualifier will be awarded 1 point.*

Meeting A2 – (4 Straight Races) – 2 Heats, Final, GN

20 or More Cars Competing
Heats: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
Final: 20, 18, 16, 14, 12, 10, 8, 6, 4, 2
GN: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
50 points maximum.

19 or Fewer Cars Competing
Heats: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
Final: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
GN: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
50 points maximum.

Meeting A3 – (4 or 5 races) – 3 Heats, Final, (GN)

20 or More Cars Competing
Drivers race in 2 out of 3 heats as directed.
Heats: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
Final: 20, 18, 16, 14, 12, 10, 8, 6, 4, 2
(GN): 10, 9, 8, 7, 6, 5, 4, 3, 2, 1
60 points maximum.

Final Winner Competing in the Grand National Race *– In all cases, the meeting Final winner competing in the Grand National race will start from the front of the grid with a one-lap handicap, but will be rewarded with double-points if they finish in one of the points-scoring positions of the format employed at the meeting. If finishing in a prize-money paying position, they will additionally receive double prize-money.*

Appendix A – Championship Events

Championship Events
All championship events carry double points *for the purpose of Grading, Track Championships, and the National Points Series*, except the World, Semi-Finals and Last Chance Qualifier *races. Where a championship event doubles up as a World Qualifying Round, it will only carry standard single points for the purpose of World Championship qualification.*

Appendix B – Final Win Upgrading

For the purpose of these regulations

- a Final win at an "out-of-season" meeting (see regulation 3), is treated the same as an "in-season" Final win, and the driver will therefore be subject to the upgrading procedures detailed above.
- *a Final win will only be subject to the upgrading procedures detailed above IF the meeting appears on the main official BriSCA F2 UK fixture list (not any Northern Ireland or Mainland Europe fixtures shown for information only), AND the meeting was open to drivers of all grades (irrespective of whether drivers of all grades actually raced at it). Final wins at meetings with restricted bookings, e.g. open to B & C grade drivers only, will NOT be subject to the upgrading procedures detailed above.*

Appendix C – WCQR Meeting Format

Meeting Format
Every effort should be made by the promoter to see that Qualifying rounds consist of a minimum of two Heats, a Consolation and a Final. Grid positions for the Final must be pre-drawn by the promoter at random, in grades. For qualifying round Finals there is no requirement for Heat and Consolation winners to start at the rear of their grades*, however, the current NPS (Silver) and World (Gold) champions must start behind the other Superstars in normal graded order*.

Non-qualifying reserves will not be included in Finals at Qualifying Rounds*, except where a Qualifying Round meeting Final also doubles up as an official championship event. In such cases the reserve will be permitted to race for the championship, but may not score any Grading or WCQR points.*

Appendix C – Semi-Finals

Both Semi-Finals will take place on the same track on the same day*, and must be run as consecutive races in the meeting programme*.

Appendix C – World Final Post Race Procedures

BriSCA F2 and the staging promotion reserve the right, at the conclusion of the World Final race, to retire the drivers in 2nd and 3rd places from the meeting for technical post-race checks, if such checks are expected to commence prior to the conclusion of the meeting. The 2nd and 3rd place drivers also have the right, at the conclusion of the World Final race, to voluntarily retire their own cars while awaiting technical checks, however, this does not imply that the required checks will be completed any sooner. Where the 2nd and/or 3rd place drivers do retire from the meeting directly after the World Final, they will be awarded ~~65~~ *90* points and ~~50~~ *75* points respectively. Should the 2nd and/or 3rd place drivers wish to continue racing in the meeting, and are permitted to do so, then they will be awarded ~~45~~ *60* points and ~~30~~ *45* points respectively, bearing in mind that they then have the opportunity to score up to an additional ~~40~~ *60* more points via the meeting Final and Grand National races (giving theoretical maximum scores of ~~85~~ *120* and ~~70~~ *105* points).

Appendix C – World Final Points

Points
Points for the top ten finishers will be awarded as follows:

Winner:	~~90 pts~~	*125pts*
2nd	~~65 pts~~	*90 pts* (if retiring from the meeting) …or… ~~45 pts~~ *60 pts* (if continuing to race)
3rd	~~50 pts~~	*75 pts* (if retiring from the meeting) …or… ~~30 pts~~ *45 pts* (if continuing to race)
4th	~~21 pts~~	*36 pts*
5th	~~18 pts~~	*33 pts*
6th	~~15 pts~~	*30 pts*
7th	~~12 pts~~	*27 pts*
8th	9 pts	*24 pts*
9th	~~6 pts~~	*21 pts*
10th	~~3 pts~~	*18 pts*
11th		*15 pts*
12th		*12 pts*
13th		*9 pts*
14th		*6 pts*
15th		*3 pts*

If more than 2nd to ~~10th~~ *15th* places qualify for the meeting Final, each additional qualifying driver will be awarded 3pts from the World Final race.

Appendix D – Grand National Championship Points

Qualifying Round points will be awarded ~~10, 9, 8, 7, 6, 5, 4, 3, 2, 1 to the first ten drivers who finish.~~ *as follows:*

Meeting Format A1	*GN:*	*15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1*
Meeting Format A2	*GN:*	*10, 9, 8, 7, 6, 5, 4, 3, 2, 1*
Meeting Format A3	*GN:*	*10, 9, 8, 7, 6, 5, 4, 3, 2, 1*

The handicapped winner of the meeting Final will, however, be awarded DOUBLE POINTS ~~(20, 18, 16, 14, 12, 10, 8, 6, 4, 2)~~ for any *points-paying* place gained ~~in the top ten finishers~~.

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