2026 Technical Regulations – Changes Summary
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Summary

Following meetings of the BriSCA F2 Technical Committee, and subsequent ratification at the full BriSCA F2 General Council meeting in January 2026, the following changes to the Technical Car Specification Regulations have been approved for the 2026 season (unless otherwise stated).

Once again stability in the sport is key, and to that end there are NO wholescale changes that would require drivers to undertake significant modifications to their cars. The majority of regulation updates detailed below are either…

1. Necessary small safety improvements
2. Additions to prevent future unwanted/unwarranted development or expense
3. Non-mandatory options to current regulations
4. Clarifications

Additionally, there are a number of reminders to drivers where standards may have slipped.

Only a couple of mandatory safety enhancement requirements will entail minor changes to all cars… coil spring tethers, and a secondary fixing for wheel-guards… however, these two regulation changes are enacted by the addition of retention devices and do not require changes to existing installed components. The upgrading of the threaded links/shackles securing bumper retention chains will require changes to some cars, but this is a simple swap of an old link/shackle for an upgraded specification one.

Effective Date: Unless otherwise stated, ALL regulation changes/updates will take effect from the start of the season, **Saturday 28th February 2026**.

The full "*BriSCA Formula 2 Stock Cars 2026 Driver Information and Technical Car Specification Regulations*" document will be updated and published on the BriSCA F2 website in due course, prior to the commencement of the racing season, but there will be NO additional changes to it other than detailed below.

1 Chassis

Part I – Regulation Changes

1.1 Coil-Spring Retention

COMPULSORY Safety Enhancement – ALL Cars Affected – Simple Install

The fitting of a BriSCA F2 specified/mandated cable-tether on ALL coil-over shock-absorber coil springs will be mandatory from the start of the season.

BriSCA F2 has been working with Premier Motorsport Developments (PMD) to source and supply a BriSCA F2 branded item (for ease of identification and quality consistency), manufactured and tested to a set specification. Tethers will be sold and supplied through PMD, not BriSCA F2, and are currently in shipment to the UK for delivery around the start of February.

Further details regarding purchasing/delivery, and installation will be published shortly via the BriSCA F2 website, drivers newsletter, and/or drivers' registered email addresses.

1.2 Wheel-Guards

COMPULSORY Safety Enhancement – ALL Cars Affected – Simple Install

All wheel-guards MUST be secured around their 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 breakage.

1.3 Bumper Retention

COMPULSORY Safety Enhancement – Some Cars Affected – Simple Install

The specification of the shackle/link with threaded securing mechanism for joining together the two ends of the mandated secondary-fixing chain for bolt-on bumpers is being increased from 8mm to a MINIMUM 10mm specification thickness (2025 regulation 204.23.01). The chain specification remains at a MINIMUM 8mm specification. Therefore any 8mm specification shackles/links MUST be replaced with MINIMUM 10mm specification items.

1.4 Driver Seats

1.4.1 Seat Design

COMPULSORY Safety Enhancement – Very Few Cars Affected

Driver seats must be a combined unit with the headrest an integrated part of the seat, NOT a separate item. The use of a separate headrest, not securely attached to the seat body/bucket unit, whereby the two items could move independently of each other in a severe impact, will be expressly prohibited.

1.4.2 ORCi Review

Information Only – NO Cars Affected During Review Period

Drivers should note that the ORCi has issued the following statement 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.

1.5 Shock-Absorber Coil Springs

Clarity Update – Few Cars, if Any, Affected

Shock-absorber coil springs must be ferrous and magnetic. This is a simple wording change from the existing regulation that states "steel", and brings these components in line with other items in the regulations mandated to be ferrous.

1.6 Polished/Coated/Super-Finished Components

Prevention of Future Development – Few Cars Affected

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

1.7 Bodywork/Panels

COMPULSORY Safety Enhancement – Few Cars, if Any, Affected

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, will be expressly prohibited. BriSCA F2 is unaware of any such items currently in use, but has no desire to see them on BriSCA F2 cars.

1.8 Batteries – Lithium

COMPULSORY Safety Enhancement – Few Cars, if Any, Affected

The use of lithium batteries will be expressly prohibited. Such batteries are both significant in cost, and currently unsuitable for contact motorsport with a higher risk of damage that could result in fire.

1.9 Exhaust Silencers – Permitted Repair

OPTIONAL Permitted Repair

A specific 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, will be 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.

Removal of pipes or end-plates to facilitate repair will NOT be permitted.

1.10 Rear Axle Fully-Floating Half-Shafts

Prevention of Future Development – NO Current Cars Affected

The use of fully-floating rear axle half-shafts (also referred to as axle-shafts) will be prohibited.

ALL rear axle half-shafts must be of a similar pattern to the original Ford Escort/Capri/Cortina items, in a semi-floating design, with a single bearing, and both the hub and bearing directly

attached to the half-shaft. Half-shafts such as the 2-piece Elite and RCE designs meet this specification and may continue to be used. BriSCA F2 is not aware of any fully-floating designs in use, but has no desire to see their introduction in BriSCA F2.

1.11 Brakes

1.11.1 Brake Calipers Location

COMPULSORY Safety Enhancement – Few Cars Affected

All brake calipers present on the car MUST be bolted in the normal correct location to the hub/axle, and over the brake disc for which they are intended (whether they are actually applying pressure to the disc or not). Locating a caliper in any other position will NOT be permitted.

1.11.2 Quick-Disconnect/Dry-Break Fittings

OPTIONAL New Permitted Component

The use of quick-disconnect/dry-break fittings will be explicitly permitted. Such fittings MUST be located outside of the driver's cab area such that they cannot be activated by a driver during a race.

1.12 Numbering

1.12.1 Position/Size – No Aerofoil/Wing

Modernised Regulation – Only Cars Not Compliant with 2025 Regulation Affected

If NO wing/aerofoil is fitted, numbers MUST be displayed on BOTH sides of the car body, AND a fitted roof number fin. The solid black strokes of the number (NOT the white background) MUST be to a MINIMUM height of 9in (228mm), and a MINIMUM stroke width of 1in (25mm), in a clearly readable font.

1.12.2 Position/Size – With Aerofoil/Wing

Modernised Regulation – Cars Not Compliant with 2025 Regulation May Be Affected

If using a wing/aerofoil, numbers MUST be displayed on BOTH sides of the wing/aerofoil. The solid black strokes of the number (NOT the white background) MUST be to a MINIMUM height of 9in (228mm), and a MINIMUM stroke width of 1in (25mm), in a clearly readable font. Where a wing/aerofoil side panel is less than 12in (305mm) in height, e.g. the fence-side panel on a traditional top-wing, the black strokes of the numbers must be to a MINIMUM height of 6in (152mm), and a MINIMUM stroke width of 1in (25mm), in a clearly readable font.

When using a wing/aerofoil, the display of numbers on the car body is no longer a mandatory requirement.

Drivers please note:

- The requirement for numbers to be SOLID black, on white has not changed.
- ANY car that was legal to the numbering size regulations in 2025, will remain legal to these changed specifications in 2026.

Part II – Regulation Clarifications

1.13 Nerf Rail Width Measurement

Clarification of Existing Regulation

When measuring nerf rails in relation to current regulation 205.15 (stating they must not protrude more than 2in beyond the widest track wheels when on normal dry-running tyres), items such as the wheel-guards, wheel-guard mounting brackets and bolts, and bolt-head protection, are NOT included in the width measurement. The measurement is taken to the nerf-rail blade at its point furthest from the centreline of the chassis.

1.14 Bumper Placement Reference Point

Clarification of Existing Regulation

When checking the placement of bumpers in relation to current regulation 204.11 (stating they must not protrude beyond the outside edge of the nerf-rails), it is the widest part of the nerf rail

that is to be used as the reference point, and not necessarily the part of the nerf-rail closest to the bumper in question. For example… if the nerf-rails taper in towards the chassis at the front, then it would be the wider rear part of the nerf-rail (furthest from the chassis centreline) that is used as the fixed reference point for both front and rear bumpers.

1.15 Magnetic Properties
Clarification of Existing Regulation

All components mandated as being ferrous, e.g. hubs or brake-discs, must be magnetic, unless expressly permitted otherwise.

1.16 Brakes
Clarification of Existing Regulation

The use of a brake caliper carrier as the means for retaining a brake disc on a car when a caliper is not installed is NOT permitted. Brake discs in such situations MUST be securely fastened as per 2025 regulation 218.05.07.

1.17 Half-Shaft Bearing Collar Welds
Clarification of Existing Regulation

A tack-welded collar, as per 2025 regulation 215.03.02, is only required on half-shafts where a pressed-on collar is used to retain the bearing, e.g. an original Ford Escort half-shaft. Two-piece half-shafts where the bearing is retained by an integral flange machined as part of the shaft itself do NOT require such a weld.

Part III – Reminders to Drivers

1.18 Numbering
Reminder of Unchanged Regulation

Drivers are reminded that the required driver numbering on cars must be solid black on white, as per current regulation 227.02. Shading, flecks, highlights, embedded pictures, 3D effects, etc are NOT permitted, nor are white on black numbers.

1.19 Nerf-Rail Blade Construction
Reminder of Unchanged Regulation

Drivers are reminded that as per current regulation 204.12, the minimum material specification for the construction of nerf-rail blades is 30mm SHS, or 25x50mm RHS. Therefore, the use of 25mm SHS or any other such smaller dimension material is not permitted in their construction.

Part IV – Regulation Changes – ADVANCE Notification

1.20 Shock-Absorbers
Prevention of Future Development – Few Cars Affected

Implementation from 1st January 2027

Having surveyed hundreds of shock-absorbers during 2025, and following review, BriSCA F2 has made the decision to move to an “Approved List” regulation regarding permitted shock-absorbers with effect from 1st January 2027.

Only shock-absorbers reviewed and approved by BriSCA F2, and added to a list of approved items, will be permitted for use.

BriSCA F2 has determined that a single control shock-absorber, or a price cap type regulation, would be unworkable across the formula. The “Approved List” model will give appropriate freedom of choice within the current market for drivers and car builders, and allow new product entrants to the formula (subject to approval), while granting BriSCA F2 the ability to manage and control the general cost and performance levels of shock-absorbers used.

BriSCA F2 is already in contact and working with suppliers of the most common, and accepted, shock-absorbers in use, which BriSCA F2 will be adding to the "Approved List" for publication.

GAZ & Protech
The following shock-absorbers (all twin-tube, single adjustable, as per the regulations), currently in use by the majority of drivers, are to be added to the "Approved List", and will therefore continue to be acceptable for use (assuming there are no subsequent manufacturer specification changes that would render them in contravention of the BriSCA F2 regulations or require re-approval)…

- GAZ GG4537 (Also known as the GAZ Gold Pro F2)
- Protech "888" BriSCA F2 specification shock-absorber – 400 series
- Protech "888" BriSCA F2 specification shock-absorber – 600 series

These shock-absorbers are supplied through the likes of Polleysport, GSN, RCE, WRC, KMR, etc., as well as direct from the manufacturer, and may have valving, rod diameters, and eyelet lengths to the particular chassis-builder's requirements.

AVO & Shock-Tec
BriSCA F2 recognises that a number of drivers (especially lower graders from the research carried out) still have supplies of old discontinued AVO and Shock-Tec shock-absorbers that they continue to use and are able to make good units out of multiple damaged ones when on a budget. It is BriSCA F2's intention to also add these to the "Approved List" to permit their continued use, subject of course to meeting the regulations regarding design and adjustability, and work is ongoing to clearly define/document the acceptable models.

All Others
Shock-absorbers from other manufacturers, or models not listed above, are NOT currently approved (or in the process of being approved) for use from 2027 onwards.

Drivers/car-builders/shock-absorber manufacturers, wishing to use **any other** shock-absorber in BriSCA F2, from 2027 onwards, and believing that such a shock-absorber meets the technical, competitive and cost goals of BriSCA F2, will therefore need to submit the proposed shock-absorber for review/evaluation.

Proposed Shock-Absorber Submission for Approval
In the first stage for approval of a shock-absorber for use in BriSCA F2 from 2027 onwards, the following details will need to be submitted, by email, to briscaf2shocks@outlook.com for review:

- Shock-absorber manufacturer
- Model name/number/part-number/identifier
- Technical information including general design and performance capabilities
- Retail price, with evidence
- Dealer/supplier contact details
- Link(s) to manufacturer's website/marketing material

BriSCA F2 may subsequently require a physical example of the proposed shock-absorber to be presented for inspection and an approval decision.

BriSCA F2 will review submissions under the spirit of the BriSCA F2 technical regulations (as per regulation 200.01.01) based on cost, functionality, performance, availability, competitive equality, and compliance with technical regulations, and issue approval/refusal as appropriate. Any decision of BriSCA F2 will be final.

Note that while there is no explicitly defined price-cap, in its stated desire to control costs, BriSCA F2 will not approve any shock-absorbers priced significantly higher than the general approved items in use by the majority of drivers currently.

NOTE: Form 2027, shock-absorbers must NOT be used without approval from BriSCA F2 and their addition to the published "Approved List" which will be made available via the BriSCA F2 website.

2 All Engines

Part I – Regulation Changes

2.1 Oil Catch Tank

COMPULSORY Safety Enhancement – Few Cars, if Any, Affected

The minimum volume of the mandated oil catch-tank will be changed to 0.5-litre (500ml). Additionally, it will be specified that the catch tank MUST be located in the engine bay of the car, forward of the firewall separating the driver from the engine.

Part II – Regulation Clarifications

None

Part III – Reminders to Drivers

None

3 Zetec Engine

Part I - Regulation Changes

3.1 ECU Placement (as per deferred regulation in 2025 regulations document)

COMPULSORY Component Legality Inspection Improvement – Some Cars Affected

As per regulation 231.19.08 published in the 2025 regulations document, the ECU MUST now be located in an easily accessible location, above the level of the main chassis rails, to facilitate easier checks by officials. This change was originally published at the start of 2025, and deferred until the 2026 season.

3.2 Valve Spring Shims

OPTIONAL Permitted Modification

BriSCA F2 and the SSCA have received requests from a number of engine-builders and drivers to allow the shimming of 'relaxed' valve springs in the 2.0-litre Ford Zetec engine, when undertaking rebuilds, in response to the unavailability of new standard Ford items. BriSCA F2 and the SSCA have reviewed the proposals and will implement the following change with immediate effect.

A spacer shim, to be fitted underneath the valve-stem oil seal, will be permitted, subject to the following:

- The spacer shim must NOT be thicker than a MAXIMUM of 0.050" (1.27mm). Note, there is NO tolerance on a maximum thickness.
- 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 simply be 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.

3.3 Con-Rod Bolts

OPTIONAL Alternate Component

Following 2.0-litre Zetec con-rod bolt supply issues reported in late 2025, BriSCA F2 and the SSCA have been undertaking research as stated.

BriSCA F2 and the SSCA are now working with a reputable industry manufacturer/supplier and are pleased to report that a supply of new OEM equivalent stretch-bolts for con-rods should become available from the early part of the season (the manufacturer has advised an estimated 10-week lead-time from late January).

The new bolts will be freely available to anyone, direct from the supplier. More details will follow nearer the time when bolts become available for purchase, and the regulations will be updated accordingly.

Note: It is worth reminding those building engines that ARP bolts must NOT be used, and are not suitable/permitted for use under the BriSCA F2 / SSCA regulations.

3.4 Fan Placement

OPTIONAL Alternate Fitment Method

In addition to the current use of the crankshaft or water pump pulley for the mounting of a mechanical radiator cooling fan, use of an idler pulley will now be permitted. Drivers are reminded that modification of original crankshaft and water-pump pulleys, or the BriSCA

F2/SSCA supplied spec. pulley, for mounting a mechanical fan, or any other purpose, is NOT permitted.

3.5 Fan Spacing

OPTIONAL Alternate Fitment Method

Where a mechanical radiator cooling fan is used with an original Ford pressed-steel water-pump pulley, and it is necessary to space out the fan from the pulley/water-pump for clearance, it will be expressly permitted to install a spacer between the fan and the pulley, subject to the following…

- The spacer must be no more than a MAXIMUM of 12mm in thickness.
- The spacer MUST be separate from the pulley.
- Modification of the original pressed-steel Ford pulley (for the purpose of spacing the fan) is NOT permitted.
- A spacer is NOT permitted with the BriSCA F2/SSCA spec. pulley as this unit already has an element of spacing built in to the material.

Part II – Regulation Clarifications

3.6 Engine Timing

Clarification of Existing Regulation

As per the clarification issued prior to the 2025 World Final…

"Regardless of the method used to time up the camshafts, the specified timing bar MUST be able to fit in to the slots at the rear of BOTH camshafts at the same time, as per regulation 231.13.17. The camshafts must NOT be timed independently of each other such that the timing bar will not fit in both camshafts' slots simultaneously.

Although regulation 231.13.17 states this must be at TDC, a maximum tolerance of +/- 0.010"/0.254mm (advance or retard) from the pistons' position at TDC is permitted, as per regulation 231.13.16… provided that the specified timing bar still fits in to the rear slots simultaneously, i.e. BOTH camshafts are slightly advanced or slightly retarded together within the specified tolerance."

3.7 Water-Pump Pulley

3.7.1 Additional Material

Clarification of Existing Regulation

Any material added to the standard pressed-steel original Ford item, for the purpose of drive belt retention (as permitted in regulation 231.21.05, clause 2), must NOT alter the diameter/circumference of the outer face of the pulley, driven by the belt, in any way.

3.7.2 Alternate Pulleys

Clarification of Existing Regulation

The use of pulleys from other variants of the Zetec engine is NOT permitted. The only permitted Zetec original pulley is the pressed-steel item from the 2.0-litre Black-Top engine.

Part III – Reminders to Drivers

3.8 Crankshaft Speed-Sensor Housing

Reminder of Unchanged Regulation

Drivers are reminded that the Zetec engine crankshaft speed-sensor housing has been manufactured to Ford sensor tolerances. Should any budget aftermarket sensor not fit in the housing then such a sensor should NOT be used. Modification to the sensor housing to make such ill-fitting sensors fit is NOT permitted, as per regulation 231.19.03.

4 Pinto Engine

Part I – Regulation Changes

4.1 Rev. Limiter Placement

COMPULSORY Component Legality Inspection Improvement – Affects Some Cars

As per regulation 230.16.15 published in the 2025 regulations document, the Rev.Limiter MUST now be located in an easily accessible location, above the level of the main chassis rails, to facilitate easier checks by officials. This change was originally published at the start of 2025, and deferred until the 2026 season.

Part II – Regulation Clarifications

None

Part III – Reminders to Drivers

None

5 Procedural Regulations

Part I – Regulation Changes

5.1 Parc-Fermé

Procedural Change – NO Effect on Cars

Items not part of the race car in race trim, or the driver's personal safety equipment (e.g. helmet, gloves, FHR device), will NOT be permitted in/on cars in a parc fermé area, or on the grid formation prior to a race. Such items include, but are not limited to, tools, spare parts, covers over tyres, or ice on fuel tanks.

5.2 Post-Race Technical Checks

Procedural Change – NO Effect on Cars

As per the procedures implemented at the 2025 World Final, the technical inspection regulations will be updated to state that engine-builders may only attend post-race technical inspection checks at the invitation of BriSCA F2 or technical inspection officials (scrutineers). 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.

Part II – Regulation Clarifications

5.3 Scrutineering v.s. Pre-Meeting Safety Checks

Procedural Clarification – NO Effect on Cars

The ORCi, and member promoters, are keen to remind drivers that checks undertaken pre-meeting are primarily aimed at ensuring the car and driver are safe to compete, not that the car meets all technical/performance regulations. Any 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, and drivers should not assume that a pass at pre-meeting safety-checks means their car has been deemed legal to the technical regulations.

Wording in the BriSCA F2 regulations will be updated to reflect the noted difference between pre-meeting safety checks (to be undertaken BEFORE being permitted to race), and technical inspection checks (which may be undertaken at ANY time by appointed officials).

Part III – Reminders to Drivers

None