

# ONCHAN RACEWAY

## *Stockcar Racing*

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### FORMULA 2 Spec. 2015

Following a Formula 2 drivers meeting held recently, we decided to continue with the Brisca F2 car specifications for the 2015 season.

With the following exceptions :-

The Avon wide safety tyre can still be used throughout 2014, they can be softened to a durometer reading of 30, tyres will be tested randomly throughout the season.

Alternatively the current Yokohama Brisca spec tyre can be used. Tyre softener cannot be used with Yokohama s. Tyre softness tests will be carried out randomly before and during a meeting on the Yokohama tyres. Any tyres found to be outside our set limits will result in the driver losing all points scored during that meeting and the drivers previous 3 meetings.

Our set Tyre softness readings will be determined with a series of tests conducted before the start of the 2015 season in different weather and temperature conditions.

Drivers can use both types of tyres, but both fronts must be of the same manufacturer, likewise the rears must be the same type.

Grading -:

Roof grades were re introduced for 2014 where the front and rear faces of the bumpers will be painted in the drivers starting grade colour.

Except during the Manx Open Championship when the Dutch system will be used.

Then there will be no grading / roof colours as such.

The starting grid for race 1 of the first meeting of the Manx Open will be determined by the competing drivers current starting grade.

Grid positions for race 2 will be determined from the result of race 1 and reversed. ie Race 1 winner starts from the back.

Grid positions for race 3 and any additional races will be determined from total points scored during the meeting and reversed. ie Top point scorer starts from the back.

Grid positions for Race 1 of the 2<sup>nd</sup> meeting are determined from the Manx Open Championship points standings and reversed. ie Points leader starts from the back.

Grid positions will be shown on the blackboard in the pit area, drivers need to check their starting position before entering the track. Spaces will be left free if a driver fails to appear for the start of the race.

A change for 2015 the winner of the 3<sup>rd</sup> race (final) of either Monday or Thursday meetings of the Sword of State week has the option of starting the (4<sup>th</sup> race) Grand National from the front (1 lap handicap) scoring double points, if 10 or more cars compete in the Grand National race.

Visiting drivers and drivers returning from retirement will be seeded onto the grid in their last grade held for their first race.

Likewise grid positions for the 3<sup>rd</sup> meeting will be determined from points scored in the 1<sup>st</sup> and 2<sup>nd</sup> meetings reversed.

Car weights will be checked before the season begins, then randomly checked throughout the season. Maximum inside weight will be 52.5%. This will be checked on a random basis, before or after a race less driver. Refuelling will not be allowed if weighed after a race.

Any other rules will only be considered and introduced if safety related.