



## FR Technical Advisory Memo

**No:** TAMFR-2022-002  
**Date:** February 2, 2022  
**Subject:** Proposed Technical Rule Changes

We are asking teams to contribute their input on the possible rule changes for 2022.

The following Technical Regulation Bulletins from 2021 will be incorporated to the 2022 FR Americas Championship Sporting Regulations:

- [Trbfr 2021 002 Cockpit Caution Light Update](#)
- [Trbfr 2021 003 Multiple Rule Clarifications And Updates](#)

In addition to these proposed rules that we are soliciting your input on, there are some rule changes already planned to help make the cars more reliable and safer. Some of these rules are:

- Upgraded fuel line parts on FR cars to stop failures at the high-pressure pump fitting
- Adjusted minimum oil level for the FR car to stop oiling issues
- Working on solution to address front shock cover blowing off FR cars
- Setting a standard temperature threshold where all teams can tape sidepod inlets

### Proposed 2022 Tech Rules for FR Americas Cars – team input needed

- Tire Rules
  - Option A – Existing Rule
    - 6 practice tires at the first event of the year
      - These are available for use in practice of the first two events of the year.
    - 6 dry tires for events with 1-2 races; 8 dry tires for events with 3-4 races.
      - Tires are scanned and tracked.
      - These tires would be available for qualifying and race sessions
      - These tires would carry over to the next two events for practice sessions.
    - After the first event of the year, an optional set of tires would be available for practice only.
  - Option B
    - Practice tires and rain tires will no longer be tracked.
    - One set of tires will be allowed for practice sessions.
    - Declare 6 dry tires for events with 1-2 races, 8 dry tires for events with 3-4 races.
      - These tires will be scanned and tracked.
      - These tires would be available for qualifying and race sessions.
    - If any declared dry tires are damaged, they may be replaced with a scrubbed tire & the scrub must be scanned and tracked as a replacement.
  - Option C
    - No longer allocated 6 tires at the beginning of the season.
    - Declare 10 dry tires for events with 1-2 races, 12 dry tires for events with 3-4 races.
      - These tires will be scanned and tracked.
      - These tires would be available for qualifying and race sessions.



- Practice tires and rain tires will no longer be tracked, but practice tires must be used from a previous session.
- If any declared dry tires are damaged, they may be replaced with a scrubbed tire & the scrub must be scanned and tracked as a replacement.
- Differential/Final Drive – Front and rear cases would remain sealed with both options.
  - Option A: Teams may service the final drive but must use the same parts/configuration/setup exactly as supplied by Ligier/Sadev.
  - Option B: Teams may service the differential and may tune the differential setup. Including surface coatings and treatments.
- Gear Sets / Internals
  - Option A: Teams may continue to service the back half of the gearbox internals and must continue to use internals exactly as supplied by Ligier/Sadev.
  - Option B: Teams service internals and can use surface finishes and coatings to help improve longevity of internals. The ratios must remain the same, and no parts may be machined.
- Airflow to Gearbox Oil Cooler
  - Option A: Keep airflow to gearbox oil cooler as it is.
  - Option B: Allow ductwork to be installed to better direct airflow to the gearbox oil cooler to help improve longevity of gearbox.
- Position of Gearbox Oil Cooler in Relation to Radiator
  - Option A: Keep gearbox oil cooler mounted in current location.
  - Option B: Allow gearbox oil cooler to be spaced back from the radiator to help improve air flow to hopefully improve gearbox longevity.
- Engine Usage Rules
  - Option A: Keep engine gearbox usage rules, penalties, etc. in place.
  - Option B: Allow more flexibility on engine usage.
    - Each car is allowed to declare two engines for the season. The second engine could be declared later in season when needed.
    - These two engines may be swapped back and forth as needed.
    - If one of these engines is sent back for repair and the block must be replaced, thereby changing the engine serial number, the new block can take the place of one of the declared engines.
    - Teams would still need to notify the Technical Delegate and HPD of any engine changes to keep track of which engines are being used in each car.
    - Penalties would apply if a third engine was used in a car in official sessions.

**Suggestions on improving these proposed changes, or any other suggestions to improve the technical rules are welcome. Please email your feedback to Aaron by Monday, February 7<sup>th</sup> at 11:50 p.m., eastern:**  
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